

car action

VOLUME 20 NUMBER 9 SEPTEMBER 2005

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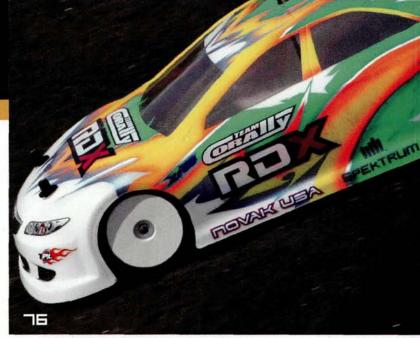
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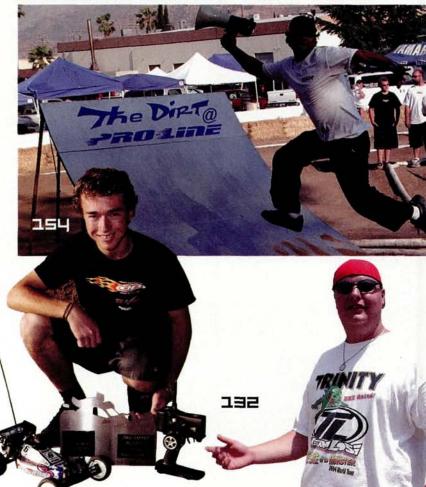
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COVER STAR: XTM Racing Mammoth ST. Pic by Pete Hall









STARTINGLINE



Although I wrote the "How to Build a Bump Box" article for this issue, I must confess that I'll never use one. I'm just not fast enough to need it! As with nearly every advantage the latest racing gear gives you and me, it's all for naught the moment you park your car on its roof. The 5 seconds you spend cooling your heels on the drivers' stand waiting for the marshal to put the rubber back on the road is a virtual eternity; when compared with a 20-second lap time, 5 seconds is a full quarter-lap. Not that I'm going to shy away from running the best gear I can, especially anything that makes my cars and trucks easier to drive. But once you've got a competitive car and support gear, the absolute best thing you can do is spend more time driving. You don't have to rush out and replace your TC3 with a TC4 (or your TC4 with a Factory Team TC4), and your standard Triple-X is perfectly capable of winning against a field of B4s and Kinwald 2s. If you're getting marshalled three times in every heat, but you blame a poor finish on last year's gear, then I have news for you: the problem is you, and the solution is practice.

Don't get me wrong; if you just like to have the latest and greatest stuff (I do!), then go for it. I would never suggest you have to "earn" the good stuff. The heck with that! But to truly exploit the good stuff, you first have to stop making mistakes. Trust me; I know. I'm still trying to be that guy who can run the whole 5 minutes without touching a pipe. Get to the track for practice if you can, or set up some cones if you can't. And make that practice time count! Go as slowly as you have to in order to get around the track without rubbing the boards—speed will come later. There's no point in practicing crashing! Train your skills, and you'll be surprised when you see just how fast you and your "old" gear can go.

In This Issue

THE ROAD TO THE WORLDS

Who will race? Who will win? We line up the suspects, calculate their odds and look into the mind of the next IFMAR Off-Road World Champion. He's in there somewhere.

TRUCK OF THE YEAR

You can flip to page 124 to see the winning ride, but let's see if you can guess. The winner has a high/low tranny, .26 engine, frequency-synthesizing radio system and the biggest shocks in RC. C'mon—you know which truck I'm talking about.

GET BELTED

It's a fact: wearing a belt is the hottest thing in electric touring. We test the latest cars that go fast without a shaft: XRAY T1FK '05, Yokomo MR-4TC BD, Corally RDX Carpet Edition and the Tamiya TRF 415 MS.

See you in 30,

Peter Vieira

Executive Editor

car action

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[READERSWRITE]

Well-armed Revo

That Revo is awesome! The only thing that could have made it even cooler is a set of Vantage's carbonfiber arms to go with that sweet chassis. Why didn't you use them? I bet they're lighter than the RPM arms. [email] Tyler Myer

Strength counts, too, and RPM's Revo arms are bulletproof. I do want to try the Vantage arms, but for my race project, I wanted to be certain the arms were up to an hourlong Main. I should also mention that, at the time, Vantage simply didn't have arms for me to try! As soon as we get samples, we'll put them to the test.

we'll put them to the test.

—Kevin

Joel's K-car

I'm trying to find information on and pictures of Joel Johnson's 1987 IFMAR World Championship-winning Ultima and heard that *RC Car Action* printed an article in the late '80s on it. Do you have any info? Any chance Joel might have some pics squirreled away? [email] *Glenn Shelley*

Your question is a timely one, as I just unearthed my Ultima from '87 in February, and it's in less-than-great condition. I'm currently working with Kyosho to restore it to running condition. I need to come up with a gearbox, axles and some "period correct" tires and wheels. I have the original body and wing, and I think I can find some old radio gear from my archives to put back in it. It's nice to see that there is some interest in the history of RC car racing, and I hope it continues to grow and more of the top drivers start to save their cars and memorabilia from the past. For guys like me, it brings back some great memories. -Joel

Mad Mike

Hey guys, I still dig your mag, I'm just really disgusted with the RC industry because they don't offer a choice between total kit packages and RTRs. Where is this hobby going? Building a kit is a lot more enjoyable than just opening a box and adding fuel. My last kit was a Traxxas Sledgehammer; then it seemed like everything went RTR, so I started building planes because they're still



available as kits. I would love to get into ½ buggy racing but I can't find a kit that includes an engine; I'm not purchasing another car or truck until these companies realize the need for kits is still out there. [email]

Mike Castor

Thanks for the email, but next time don't write in ALL CAPS. I know you're wound up about RTRs, but jeez, I had to retype

the whole thing! There are still plenty of kits out there, Mike, and some companies (most notably HPI) offer their RTRs as kits as well—sometimes with even better specs. Few nitro kits include engines, but how hard is it to buy one more item at the hobby shop? As for "where the hobby is going," it's going wherever the majority of customers take it. If they want RTRs, we'll see more RTRs.

—Pete

Stampede stumped

I just got a Traxxas Stampede, and it's my first car. I've been trying to tune it up, but I can't find any parts for it. Where should I look? [email] Wes Holland supercar5694@yahoo.com

There's lots of stuff out there for your Stampede. Just go to hobbyetc.com and search by brand and model. They've got everything from MIP CVDs to aluminum arms. RPM also has Stampede upgrades (rpmrcproducts.com) and, of course, there's always Traxxas. Factory upgrades include a ball differential and hard-anodized Big Bore shocks. To see what other guys have done with their trucks, click over to the RC Zone at rccaraction.com. You're sure to find Stampede fans there.

—Pete

YOU SRID IT

THANKS!

Matt Francis is the best

I want RC Car Action to know how I feel about Matt Francis. Matt is the best. I first spoke with him at the 2004 RCX show about my son Cole, who is a fan of his. Cole needed open heart surgery and asked me if we could hold it off until after the famous "Hot Rod Hobbies Off-Road Shootout" in July 2004. He wanted to race with the best. When I spoke with Matt, he said he would be glad to help Cole at the race. At the race, Matt was super-helpful to Cole and me with our setup and driving. Matt even test-drove Cole's car, made a couple of adjustments and coached my son for a few laps of practice. I was really impressed with Matt and his professional but down-to-earth style. Cole came away from the race with a trophy for third in his Main and had a time to remember. After the race. Matt asked Cole if he would like to have the body that Matt ran in the race. Cole jumped at the opportunity. Now Cole has his cars and a famous MF2 signed body on the shelves in his room. At this year's 2005 RCX show, Matt remembered me and asked how Cole is doing. Fortunately for Cole and our family, the open heart surgery seems to be a total success. All is going well for Cole. Thanks to Matt Francis for his friendship and help, and thanks to Team Losi and Horizon Hobby for supporting Matt Francis; he's an icon of our hobby. Ron Roberts

I actually get letters like this about Matt all the time, but before you think he's a saint, I should tell you that I once lent him a pen, and he never returned it. That flaw aside, Matt is indeed The Man, and all fast guys—whether local or factory would do well to emulate his looking-outfor-the-regular-guy attitude.



You Said It, you win a prize! Ron Roberts gets the Pro-Line or Protoform body of his choice; this is the Stratus 3.0.



Email us atreaderswrite@airage.com, or put the postman to work by mailing your letter to Readers Write, 100 East Ridge, Ridgefield CT 06877-4606 USA. Please include your city and state, and let us know if we may publish your email address. We can't reply to every letter and email, but we read 'em all!



JR Racing z-1 transmitter

JR Racing and KO Propo have teamed up to produce an all-new super radio, the Z-1. It blends the features of the popular 3-channel KO Helios radio with a custom JR Racing synthesized RF module and RS310 receiver. Since it's Helios-based, it will also have the following features:

- >> Adjustable trim rates
- >> Steering speed
- >> Steering and throttle endpoints
- >>> Throttle acceleration
-)) Three timers
-)) Throttle preset
- >> Memory reset
- >>> Throttle high point
-)) Model name
- >> Throttle brake
- >> Model copy
- >> Throttle curve
-)) Automatic start
- >> Throttle punch
-)) Steering travel)) Throttle speed
- >> Steering balance
-)) ABS (Active Braking System)
-)) Steering curve
- >> Subtrim
- >>> Steering punch
- >> 9-model select

JR Racing; distributed by Horizon Hobby (217) 355-9511; horizonhobby.com.



46 special Edition

CEN's King-Kong-size monster truck is well equipped in stock form, but the new SE version is a cut above, thanks to a full dose of factory upgrades including 6-gear diffs with aluminum housings, a super-strong transmission brace and a trio of 144 oz.-in. servos. The most obvious upgrade is the radio-it's an Airtronics MX-3 FM pistol. Nice!

CEN Racing (714) 792-1923; cenracing.com.

HPI Racing Pro 4 2005 Edition

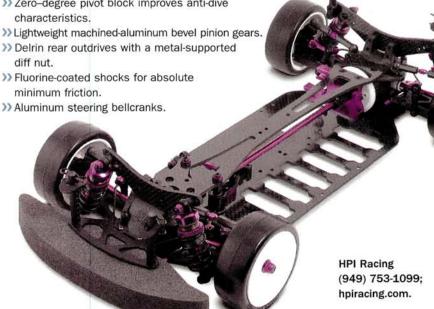
According to HPI, this new Pro 4 model has been optimized for asphalt racing using data collected during countless hours of testing and racing with an emphasis on increased efficiency and traction. The car comes with a host of new options, including:

- >> 2mm chassis plate and 2.25mm upper deck that increase grip-enhancing flex on asphalt.
- >> Aluminum upper arm mount is stronger and has five mounting options (instead of two).

>> Thicker motor mount is stronger and positions the motor for best balance. >>> Zero-degree pivot block improves anti-dive

>>> Delrin rear outdrives with a metal-supported

>> Fluorine-coated shocks for absolute



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protoform podge stratus 3.1 200mm

Has any body style won more on-road races than the Stratus? Protoform plans to keep the streak going with the 3.1, the follow-up design to the 3.0 that swept the 2004 IFMAR Gas Sedan Worlds. According to Protoform, the 3.1 offers the balance and high-speed stability that serious racers will appreciate. The body is made of 0.030 Lexan and fits all current 200mm nitro sedan chassis. The aggressive rear wing and its mounting hardware are in the bag, and two trim lines are marked—one to meet the sanctioned 115mm height rule and one for "slammed" club racing with small-outside-diameter foam tires. As always, overspray film, window masks and decals are included.

Protoform Inc.; distributed by Pro-Line (951) 849-9781; pro-lineracing.com.

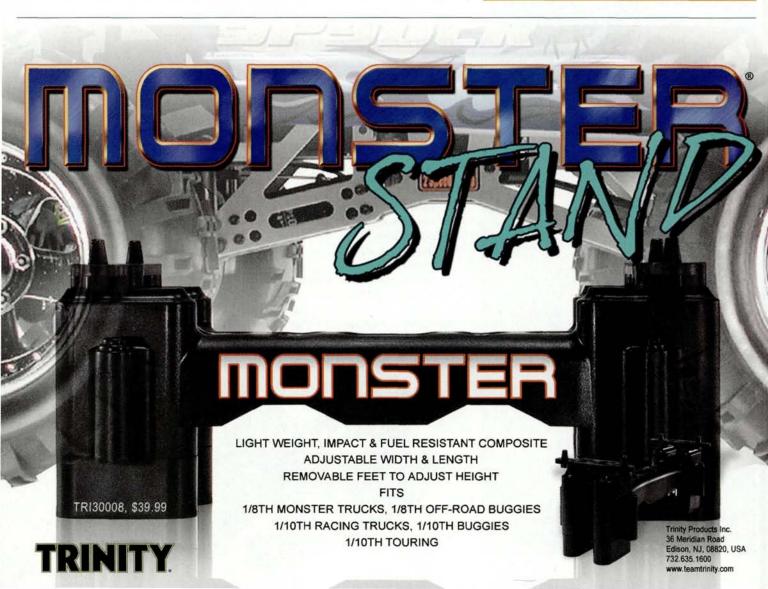


RACEPS Edge POWEP WPENCH TPUCK TOOI SED These new Racers Edge Power Wrench Truck Tool sets feature large, colorcoded handles and long, hardenedsteel, high-quality

Truck Tool sets feature large, colorcoded handles and long, hardenedsteel, high-quality tips. Racers Edge tells us that it uses only the highest quality materials and precisionground tips. Each tool set is made to fit all the screws for

the vehicle specified—a top-quality tool set in one convenient package. Molded-rubber grips and color-coded grips are available as options. Tool sets are available for the Traxxas Revo and T-Maxx, HPI Savage and Team Associated MGT and RC18T.

Racers Edge (866) 855-5566; racers-edge.com.





RDLOgics 1-piece tuned pipe for Losi LST

These LST tuned pipes are rugged, they look great, and they provide a balanced power band with the LST's stock .26 mill. The pipe's one-piece spring coupler ensures that it will not come apart, and the dual-tip exhaust stinger looks killer poking out through the bottom of the chassis. The pipes are available in several anodized colors; here, we show the blue and titanium units.

RDLogics (626) 810-7797; rdlogics.com.

HRAY XB8 adjustable engine mount

This new, two-piece, CNC-machined adjustable engine mount is made of light, aircraft-grade aluminum and features XRAY's stylish black finish and sil-

ver edge. Attach the adjustable bottom mount to the

chassis and the upper mounts to the engine. When you first install the mount, you'll find that the slots in the chassis allow easy, comfortable gear-mesh adjustment. Having properly adjusted the gear mesh, attach the bottom mount the chassis. You'll be able to install and remove the engine without having to make further gear-mesh adjustments.

XRAY Products; distributed by XRAY USA; contact RC America (800) 519-RCA1; teamxray.com.









GS Racing

SUT championship Edition

GS Racing's new SUT Championship Edition is a special, limited-edition, numbered kit. Only 999 will be produced and built using the race setup that's used by the company's factory drivers. All you have to do is install a radio system, glue the tires and hit the track. The SUT-CE includes a completely redesigned, longer 7075 T6 aluminum chassis with captured suspension mounts, a replica Korn body, Bow Tie racing tires (USA only), titanium-finish components, a drill-start .25 GS Racing engine with a special cooling head—and much more. GS Racing; distributed exclusively by General Silicones Group Inc. (626) 338-3815, gsracing.com.



pro-Line Racing

1976 Ford courier Body

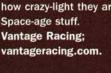
This new vintage-style Ford Courier body is ready to drop onto Traxxas Maxx trucks, Revo and HPI Savage and is carefully sculpted to replicate the full-scale Ford. It's made of durable 0.060 Lexan and comes with window masks and overspray film. And it even looks good in one color! Pro-Line (951) 849-9781; pro-lineracing.com.



vantage racing carbon-fiber suspension arms and roll cage for HPI savage

The new cage and arms are obviously trick, and Vantage says they're super-strong to boot. We'll

test 'em for strength, but all you have to do is lift the parts up to feel how crazy-light they are. Space-age stuff. Vantage Racing;





POWER ZONE

SIPIO .12 EVO 3

This is the latest and fastest Sirio .12 for on-road racing. Sirio's Andrea Rossi had this to say about his new 2-stroke: "This latest evolution of our .12 engine is more powerful and reliable than before—in fact, even better than the WCR Limited Edition. This is a much better engine than the WCR Edition with not just a few updated parts but with all new components like the case, new big crankshaft, new front and rear ball bearings, new conrod, new light piston and sleeve, new piston pin and new under-head shape. The engine is much higher performing than any previous edition." Sounds as if it's quite an impressive mill.

SPECS

- >> Displacement: 2.1cc, .12cl
- >> Stroke: 13.7mm
- >> Bore: 14mm
-)) Ports: 3
-)) Piston: CNC
-)) Sleeve: ABC
- >> Exhaust: rear
- >> Weight: 231g
-)) Carb: slide
- >>> Crankshaft: 11.2mm SG-style

Sirio: distributed exclusively

by Trinity Products Inc.



DUPATRAK MINI ouake se

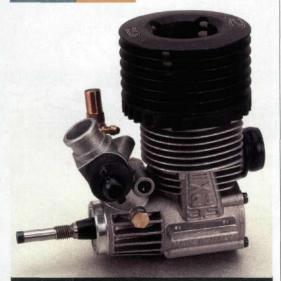
DuraTrax takes the Mini Quake to a new level with the Mini Quake SE. This prebuilt comes loaded with high-performance hop-ups that were available only as options on the RTR version. And because the SE does not include a motor, speed control, or battery, you can trick out your truck with your own choices.



- >> Stronger, blue-anodized aluminum CV shafts
- >> Blue-anodized aluminum shocks
- >> Adjustable steel turnbuckles
- >> Split-block tires with foam inserts
- >> Two ball diffs for greater adjustability
- >> Clear polycarbonate body

DuraTrax; distributed by Great Planes Model Distributors (217) 398-6300; (800) 682-8948; duratrax.com.

POWER ZONE



N21B 3-port engine

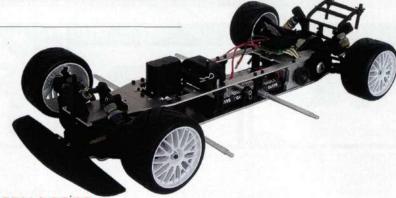
Novarossi's name has always been synonymous with high quality and performance—but at prices that, for the most part, only hardcore racers have been willing to shell out. Its latest engine, the 3-port N21B, rear-exhaust .21 promises plenty of bottom-end grunt, and it costs just a tick under \$200 at your local hobby shop. It features a standard head and glow plug, ABC construction, a uniquely machined 7-fin aluminum heat-sink head and a super-smooth single-needle aluminum carburetor.

Novarossi; distributed by Fusion Motorsports (951) 361-3579; fusionmotorsports.com.

pro-Line Racing inside Job nitro buggy tire

Pro-Line's new Inside Job tires are designed to give you the ultimate traction on indoor and outdoor blue-groove tracks. The carcass design minimizes side-to-side roll to maximize steering response and overall feel. The horizontal center bars provide forward traction; the square dimple logs and the outer single rib provide the side bite. The tires just meet ROAR's minimum-diameter rule, and they come molded in soft M2 compound and with foam inserts.

Pro-Line (951) 849-9781; pro-lineracing.com.

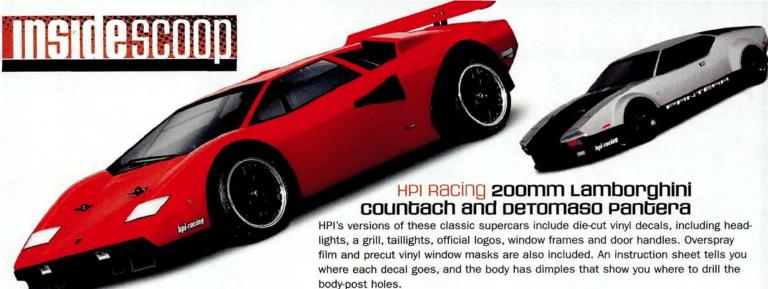


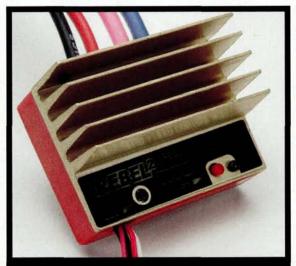
HARM Racing

EP-1 electric-powered 1/5-scale car

The noise that's typical of \(\frac{1}{2} \)- and \(\frac{1}{2} \)- scale electric cars means that they're restricted or forbidden in many public places. HARM Racing has a brushless-motor solutionthe extremely powerful and efficient EP-1. It has the same rugged suspension as popular gas-powered cars, but it's designed to use a large brushless motor. Its double-deck construction features thin aluminum upper and lower plates, and the chassis is large enough to accommodate battery packs of all sizes and types, so the EP-1 can have very long run times. The battery and motor are mounted low for a much lower CG than is usual in 1/5-scale gas-powered cars, so the EP-1 will likely handle much better than they do. HARM also sells a variety of brushless motors and speed controls that offer performance that suits everyone from beginners to expert racers. When equipped with one of the optional HARM brushless systems, the EP-1's speed can range from 30mph to 55mph.

HARM Racing; distributed by AP Technologies & Imports (818) 394-2055; apt-racing.com.





tekin rebel 2, G11 pro & Mini rage BL sysbem

The Rebel 2 touts an impressive 10-turn motor limit, reverse lockout, adjustable reverse delay and single-button setup. Tekin's new flagship speed controller, the G-11 Pro, features ultralow on-resistance and adjustable drive and brake frequencies. The Mini Rage system brings Tekin's brushless power to the ½18-scale crowd. The controller is highly adjustable and even features a low-voltage cutoff for safe use with Li-poly cells. Team Tekin (208) 634-5559; teamtekin.com.



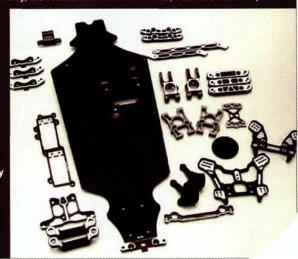
Fioroni kyosho MP 777 hop-ups

HPI Racing (949) 753-1099; hpiracing.com.

Fioroni's latest hop-ups include everything you could want for your Kyosho MP 777. The handsome, machined-aluminum parts are among the nicest available (look at the center diff mounts). The parts are made of the finest 7075 aluminum and are hard-anodized in a choice of "Kortz Black" and "Pavidis Blue." Here are the available options: 3.5mm chassis, chassis braces, steering plate, front steering brace, servo tray, front and rear shock towers, rear toe blocks (set

of 1, 2 and 3 degrees), steering knuckles, light-ened diff-ring gears (8 grams lighter), center diff mounts, rear brace mount, 1-degree rear hub carriers, upper and lower front suspension plates, and upper front arm plates.

Fioroni Option Team; distributed exclusively by General Silicones Group (626) 338-3815; gsracing.com.

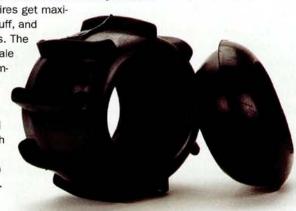


panther sand paddles and ribs

Panther has developed a new tire combo for all you sand slingers. Nine-paddle rear tires get maximum traction in the soft stuff, and they fit all Maxx-size wheels. The front ribbed tires use ½-scale

buggy rims and are very similar to the full-size versions used in the sand dunes. A profiled edge helps them dig down into the sand and makes your truck carve with authority.

Panther Products Inc. (866) 700-8473; panthertire.com.



Insidescoop



Novak electronics

Flatiline bead-short storage tray

The Flatline is designed to deep discharge or deadshort your NiMH or Ni-Cd packs. It uses spring clips for easy insertion and convenient battery storage, ICM circuitry discharges cells individually, and the tray is non-polarized, so there's no risk of installing a pack backwards. Status LEDs let you monitor your pack as it dumps, and Novak even designed the tray to be stackable. Buy three! Novak Electronics Inc., (949) 833-8873; teamnovak.com.

racers edge revo hop-ups

Racers Edge now offers machined-aluminum Traxxas Revo hop-up parts: clamping aluminum

wheel hubs, wheel spinners (made to fit the stock Revo wheels) and front and rear rocker arms that are stiffened with a carbon-fiber inset! According to Racers Edge, this helps to strengthen the arms and minimizes weight. Racers Edge (866) 855-5566;

racers

edge.com.









The RDLogics engine stand offers a cleaner, more controlled way to break in small-block and big-block engines. It features a rugged, 4mm-thick frame and includes clamps that bolt it securely to your workbench. A fuel tank and a throttle-linkage bellcrank feed the engine and operate the throttle. All the hardware you need to install the break-in propeller on standard and pilot-shaft engines is included, and the fan has a plastic shroud that protects your fingers from the spinning prop. The stand fits most engines.

RDLogics (626) 810-7797; rdlogics.com.



FlexTek LST upgrades

How do you choose between performance and style? You don't have to; FlexTek has you covered either way, with tuned-flex titanium suspension arms (performance) and highly polished gear covers, radio boxes and deco panels (for style, obviously). You can get 'em in ano, too.

FlexTek (541) 990-7248; flextekrc.com.

Tornado Fuel

Tornado fuel is now available in the U.S. It contains high-quality nitromethane and methanol for extra power. Tornado says its fuels provide crisp acceleration and cool operating temperatures. The fuel is based on a special synthetic oil that, according to Tornado, provides ideal lubrication and boosts engine performance. The fuel is available in the following blends and quantities: 10-, 16-, 25- and 30-percent nitro and in 1-, 2.5- and 5-liter cans.

Tornado Fuel (416) 565-3230; rc1racing.com. ■



YOUR BEST BUILDS





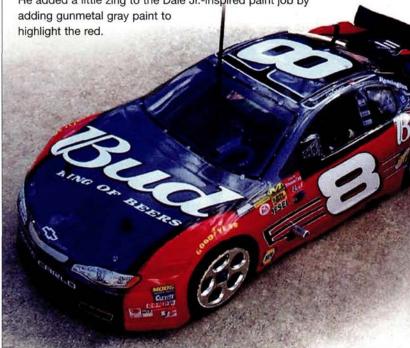


Delbert W. Southgate > Indianapolis, IN **HPI Savage SS 4.6**

This Savage SS 4.6 is the first RC vehicle that Delbert both built and painted. It is mostly stock, since this monster truck comes with a powerful big-block engine and loads of other performance-driven upgrades. Delbert added only a JR Racing XS3 computer radio system, a Dynamite fuel filter and Dirt Bonz tires from HPI Racing. He painted the front of the stock body with Candy Purple that fades into a metallic burgundy. Nice job on your first truck, Delbert!

Robert McKonly > New Port Richey, FL Team Associated Nitro TC3

Being a big fan of RC and NASCAR, Robert created his own limited-edition Bud car using an Associated Nitro TC3 and an HPI Monte Carlo body he stumbled across at a hobby shop. He added a little zing to the Dale Jr.-inspired paint job by





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If we feature your vehicle in Readers' Rides, you win a one-year subscription (or renewal) to RC Car Action. Reader's Ride of the Month wins a Novak battery pack, and Reader's Ride of the Year wins a Novak brushless motor system! Email your 300dpi TIFF or JPEG images to readersrides@airage.com, or send color prints and a description to Readers' Rides, RC Car Action, 100 East Ridge, Ridgefield CT 06877-4606 USA. Be sure to write your name, address and phone number on the back of each photo and on your letter. Submissions will not be returned.

READERS'RIDES

James Watts > Sumter, SC

Mugen MBX-5

Before owning this Mugen MBX-5 ½-scale buggy, James drove a much simpler Tamiya Grasshopper. He has come a long way in the hobby: he now races his nitro-powered MBX-5 at a local track and loves every minute of it. James added an RB Concepts CE1003-E engine, a Jammin JP-1 tuned pipe and Hitec HS-625MG servos, and he painted the body with Pactra paint applied over Pro-Line internal graphics.





Michael Murphy > Virginia Beach, VA Tamiya Juggernaut 2

Michael's Tamiya Juggernaut 2 is a long way from being stock. Over time, he has added T-Maxx shocks, steering stabilizers, IMEX Jumbomaxx Claw Dawgs tires and wheels, a long-wheelbase kit, a locked rear differential, a big-block motor, a carbon-fiber chassis and a light kit for the roll bar and the headlights. Helping to keep a close eye on his pickup is the guard dog in the back.





Chris Small > York, PA

Tamiya Xanavi Nissan Skyline TT-01

Chris has his Tamiya TT-01 chassis set up for spec racing at RCO Raceway in nearby Hanover. The car uses the stock 540 motor, spins a 22T pinion gear and gets juice from Fusion Race battery packs. His ride also has adjustable turnbuckles, an aluminum motor mount, full ball bearings, HPI X-pattern tires, a Futaba Magnum Junior radio and Futaba MC230R ESC, an AMB personal transponder and a Hitec HS-81 steering servo.

Chris Garcia > Lubbock, TX Traxxas T-Maxx

Chris, a student at Texas Tech College, painted his Pro-Line GMC Sierra LP body in his school's colors. In keeping with the color scheme, he used Rit to dye the wheels red, and he added Pro-Line Bow Tie tires. Chris wanted to add cool aftermarket option parts, but didn't want to go too wild and add unnecessary weight to the chassis. He added a new aluminum chassis, chassis braces and front and rear bumpers from the gang at RC Raven; he also installed a Pro-Line steering kit, a Hot Bodies tuned pipe and an OFNA fail-safe.





Reedy Mini-Max High-Voltage 1100 Ni-Mh Racing Battery Pack. Higher voltage means more power and that's just what you get with Reedy's new Mini-Max 1100s. Featuring much higher voltage output than stock battery packs the Mini-Max HV 1100 pack is the ticket to making your micro car rip up the road. Comes completely factory assembled with connector and fits directly into the RC18T! #616 Reedy Mini-Max 1100 Ni-Mh Battery Pack

A Division of Associated Electrics
3585 Cadillac Ave. Costa Mesa, CA 92626



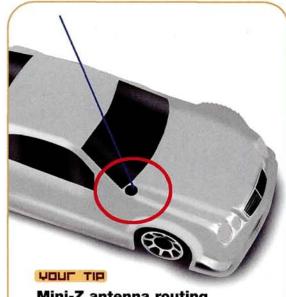
OUR TIPS > YOUR TIPS > PRO TIPS





Revo personal transponder mount

If you race your Revo using a personal transponder and have installed the forward-only drive kit, you can mount your transponder where the OptiDrive unit used to be. This looks cool and allows easy transponder-number viewing. Put a little Shoe-Goo to on the edges of the transponder, and glue it to the lid of the receiver box, as shown.



Mini-Z antenna routing

Dean Sikes > Westlake Village, CA The thin, piano-wire antennas on most Mini-Z racers are bent so that they're routed over the motor and out through the back window in the body. Having the antenna so close to the motor reduces signal range. Instead, make a hole in the right front fender, and mount the antenna so that it exits at the front of the body.



YOUR TIP

Paper-clip body clips

Mike Long Jr.) Henderson, NV Lose your body clip while you were out bashing? No problem. Make one out of paper clips. Cut the clips down to size with wire cutters, and then bend them into the shape of the body clip. If you want, you can get fancy and use colored paper clips.



Glow-plug grabber

A glow plug can fall out of the socket and be damaged when you remove it with a socket wrench. To prevent this from happening, cut a 2mm slice of fuel tubing, and put it into the wrench, as shown; secure it with a little Shoe-Goo. Now, the tubing will grab the glow plug and prevent it from falling out.





Easy engine-cooling scoop

Venting your vehicle's Lexan body is a great way to help an engine run cooler, but holes in the windshield don't look scale. Instead, cut a scoop on the top of the body in front of the engine. Draw a rectangle, and then cut along three of its four sides. Make a flap by bending the Lexan downwards to direct air to the engine, as shown.



To give your truck bed a more true-to-scale look, paint it on the outside instead of the inside. Paint the rest of the body on the inside as usual. The paint on the outside of the body will have a realistic matte finish.



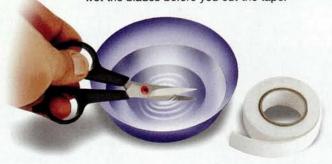
Avoid screw screw-ups

Logan Schaefer > Kiln, MS

To make sure you don't mix up the hardware when you take your car or truck apart for maintenance, put the screws back in the parts as you remove them. No more wondering which screw goes where.

Non-stick scissors

To prevent servo-tape residue from sticking to your scissors, wet the blades before you cut the tape.







We screen all Pit Tips for functionality, feasibility and safety but do not test them. RC Car Action is not responsible if you mess up your gear or yourself by using the tips given here. If you aren't comfortable following any tip we show—DON'T!



If we publish your tip, you'll win a 6-month subscription (or extension) and a chance to win the "Tip of the Year" grand prize: an

OFNA RTR. Email your tips to GeorgeG@airage.com. Include a photo or scan a sketch if you can. Snail mail? Write to Pit Tips, 100 East Ridge, Ridgefield, CT 06877-4606 USA. Be sure to write your name, address and phone number on each tip you submit.

TROUBLESHOOTING

YOU'VE GOT PROBLEMS > WE'VE GOT FIXES

sponsored by

Stubborn diff screws

I love my buggy, but it has one slight problem: the screws that go through the chassis and secure the diffs always become loose (especially the front diff). I've broken hingepin braces and arm mounts as a result of this. I applied liquid thread-lock, and that doesn't help either. Is there any way to prevent this from happening?

[Email] Jack Hardy

These screws are notorious for becoming loose on many buggies, and they should be checked after every run to prevent damage. In cases where liquid threadlock doesn't do the job, try to apply Pacer's Zap-a-Dapa-Goo or an automotive gasket sealant to the threads of the screws before you tighten them down. One application will keep the screws in place until maintenance time rolls around.



DUTCKONESTION

I want to convert my old buggy into a monster truck; how can I install T-Maxx tires on it?

OFNA and RDLogics offer buggy wheel extenders that allow you to bolt T-Maxx tires onto your buggy. The extenders will also widen your buggy and allow you to install a truck body.

Apply a dab of Zap-a-Dap-a-Goo or gasket sealant to the screws that secure the diffs. One application will keep the screws in place.

Glitch-possessed throttle servo

I have a problem with the throttle servo in my Monster GT. It works perfectly when the engine is not running, but the moment I start the engine, it goes crazy. It opens and closes the carb repeatedly, and sometimes this happens when I squeeze the throttle trigger. I decided to install a new throttle servo, but it also glitches. Any advice?

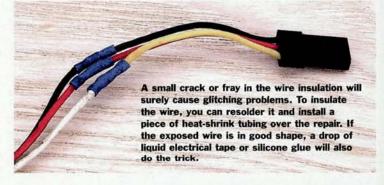
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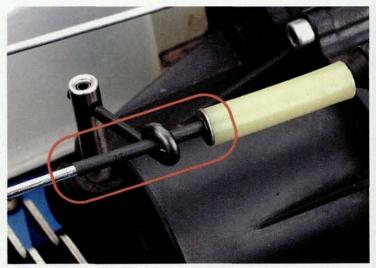
Steve Smith

First, install new batteries in the transmitter and onboard battery holder; glitching is often caused by something as simple as low batteries. Next, check your servo leads for damaged insulation. A small piece of exposed wire can cause all sorts of glitching problems. Frays and cracks in the wires can be covered with heat-shrink tubing or liquid electrical tape. Also check all of the screws that thread into metal to make sure they're tight. Engine vibration can loosen screws and cause them to rub against metal, and that can lead to glitching; use thread-lock on all metal-to-metal connections.

Connect the onboard battery pack directly to the receiver. The on/off switch can get dirty, and that causes glitching; sometimes, the metal piano-wire throttle linkage causes problems if it contacts the eyelet on the metal brake lever, or the metal return spring could be vibrating on the throttle. To prevent metal-to-metal contact, run a thin piece of heat-shrink tubing around the throttle linkage.

If none of these things help you, your receiver or a bad frequency crystal could be causing the glitch. In that case, install a different crystal or a different receiver. Perhaps your hobby shop or a friend can lend you these items to help you troubleshoot your problem.





Install heat-shrink tubing over the throttle linkage to eliminate the metal-tometal contact and thus reduce the chance of glitching.

TROUBLESHOOTING

Over-geared

Ever since I replaced the motor on my electric truck, the battery connectors started melting together after every run. This makes disconnecting the battery pack very difficult. According to the instructions, the speed control can handle 15-turn motors and higher. I installed a 15-turn Team Orion motor that is much faster than the 15turn the truck came with, but how do I prevent my battery connectors from melting?

[Email] Clive Mathenson

Most of the mod motors installed in RTR kits have fixed endbells with zero timing to allow extended reverse runs. Your new mod motor probably has 9 degrees or more of advanced timing, which

explains why it is much faster than the previous motor. I suspect that your truck is over-geared. Install a pinion gear with fewer teeth; start with two fewer teeth than the stocker. This should get your truck's gearing in the ballpark and prevent the battery connectors from melting. If you want the best performance out of your battery packs, I recommend that you install no-loss connectors. The most popular choices are Deans Ultra connectors and Sermos-style plugs available from DuraTrax, Acer Racing and others. They're fairly cheap and are available at most hobby shops; however, you will need soldering skills to install the connector on your battery packs. If you don't have a soldering iron, most hobby shops will do it for you for a small price.



gear with fewer teeth. The lower gearing will provide longer run times, and your electronics will run cooler.

Left: replacing a Tamiya-style connector (top) with a high-performance connector such as Deans Ultra Plug (shown below) will ensure that the connectors do not melt. They operate with less resistance than standard battery connectors, and that means more power and run time.



T-Maxx/2.5-Maxx Steel Top Shaft



This precision machined hardened steel top shaft will fit all T-Maxx. Includes oversize ball bearing. RRP 8525

T-Maxx/2.5-Maxx FORWARD ONLY Steel



This kit contains a 26T hardened steel output gear, a forward drive hub adaptor, steel spacer and Pin. RRP 8586. Hardened aluminum version RRP 8585.

T-Maxx/2.5-Maxx Hardened Forward **Primary Gear**



www.robinsonracing.com

T-Maxx/2.5-Maxx Forward Primary and



This kit contains a precision machined hardened steel primary forward gear, a hardened aluminum reverse gear and pin. RRP 8521

T-Maxx/2.5-Maxx Primary Reverse



This gear is precision machined from solid aluminum and hardened. Includes pin. RRP 8522

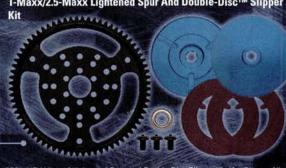
MAKE NO COMPROMISES!

T/E-Maxx/2.5-Maxx Accessory Spurs



A wide range of spurs fit our Double-Disc Slipper Kits. Choose from machined Super-Tough plastic spurs in 66, 68, 70, 72, 74 and 76T sizes, RRP 82XX, or CNC machined steel spurs available in 65, 72 and 76T sizes, RRP 83XX Small Clutch Plate/Gear Adaptor fits 65 thru 70T spurs. Large Clutch Plate/Gear Adaptor fits 72 thru 76T spurs.

T-Maxx/2.5-Maxx Lightened Spur And Double-Disc™ Slipper



RRP's NEW line of Lightened Spur and Double-Disc Slipper Kits for Traxxas Nitro and T/E-Maxx/2.5-Maxx trucks are designed to improve performance and increase reliability. This combo incorporates a machined steel or Super-Tough plastic spur, a Vented Aluminum Clutch-Plate/Gear Adaptor, 2 Slipper Pads and 2 Plates to deliver the adjustability you need and the increased performance that you demand. Complete Slipper Kits are available in the following sizes RRP 8166 Slipper Kit with 66T Super-Tough plastic spur (Stock Size) for E-Maxx RRP 8172 Slipper Kit with 72T Super-Tough plastic spur for Traxxas Nitro RRP 8465 Slipper Kit with 65T Steel Spur for Traxxas Nitro RRP 8472 Slipper Kit with 72T Steel Spur (Stock Size) for T-Maxx Spurs, Clutch-Plate/Gear Adaptor and Slipper Pads also sold separately.



Weak starter-box battery

I have an OFNA starter box for my 1/8 buggy. The box can be powered by two 6-cell stick packs or a 12V gel-cell battery. I decided to go the 12V route because it's far cheaper than buying two battery packs and a charger. Unfortunately, the 12V battery struggles to crank over the engine. I bought an AC charger for the battery, but it doesn't seem to charge the battery fully. Will using two stick packs be better?

[Email]

Peyton Manning)

Inexpensive AC chargers can take more than 14 hours to charge a 12V, 6Ah battery completely. It's possible that your battery has not been charged completely, or it has been sitting around for a while

and may need to be cycled a few times to work properly. Basically, the battery needs to be charged and discharged a few times. Pick up an automotive battery-charging system with gel-cell capabilities. These charge a gel-cell battery in a few hours, and most feature battery-maintaining or -cycling capabilities to prepare new batteries for use or bring old batteries back to life. You can also cycle the battery by running the starter-box motor until it drains the battery, and then charge it up again with your AC charger. You'll need to do this a few times, which can take days. Using two stick packs is actually a better way to go. Two 6-cell packs wired in series provide 14.4 volts of flywheel cranking power, and all you need is a \$20 timer charger to charge the batteries.



need to be cycled a few times to work properly. Most automotive battery chargers can charge gelcell batteries and have cycling capabilities.

Left: buying two Ni-Cd battery packs and an inexpensive battery charger is actually cheaper than buying a 12V gel-cell battery and a good automotive charger. Two 6-cell stick packs wired in series yield 14.4 volts of engine cranking power, and that means you'll always get more starting torque with the stick-pack setup.





T/E-Maxx/2.5-Maxx differential gear set, includes: 1 beveled pinion gear, 1 beveled spur gear, 4 re-usable stainless steel phillips head screws, 1 tube Associated Black Grease, and a shim kit for spider gears with 10 .003" shims. 2 sets needed per truck. RRP 8590



T/E-Maxx/2.5-Maxx Replacement Pinion



This precision machined steel steel pinion fits RRP 8590 Diff Gear, RRP 8591

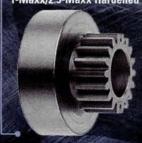
T-Maxx/2.5-Maxx Aluminum High Performance Brake Kit



New, lightweight aluminum high performance brake kit, includes bigger, more aggressive brake pads and steel backing plates. One piece vented rotor minimizes side-to-side wobble. Also fits newer T-Maxx. RRP 8562 Older style half shafts use Brake Kit RRP 8560.

www.robinsonracing.com

T-Maxx/2.5-Maxx Hardened Steel Clutchbells



CNC Machined from solid steel these bells are built to last. They take the 5x11 bearing (NOT included). Available in 19T, RRP 8119. 20T RRP 8120, 21T RRP 8121 and 23T RRP 8123.

ROBINSON RACING PRODUCTS

Aluminum vented flywheels move air over clutch bell, improving

NEW 2.5-Maxx Vented Flywheel, Blue Only RRP 8552.

performance and cooling. RRP 8551 Blue, RRP 8550 Natural Silver

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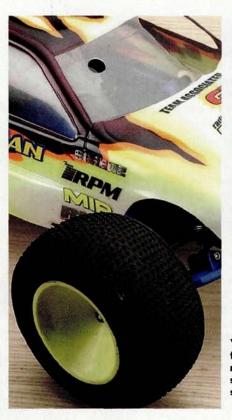
TROUBLESHOOTING

Keep spinning out

I'm new to racing, and I bought a Team Losi Triple-XNT Sport 2. The truck is fast and extremely reliable and I have no problems controlling it in my yard or at the park, but I have a heck of a time keeping it on track. My problem is that I just can't get the truck to steer sharply, and it spins out easily when I apply the throttle. I was told that I need better tires, but everyone gives me different advice. The outdoor track I race on has a very hard-packed dirt surface. Which type of tires should I use?
[Email]

Jim Starks

Tires represent 75 percent of the dialing-in process. Your hobby shop should be able to advise you on the types of tires that work on their track. Many drivers install rear tires up front in place of the traditional ribbed front tires because, in most cases, they will provide a little more steering when entering the turns and lose some steering while exiting the corners. They will also make the truck a little easier to drive, and you'll have fewer spinouts. Like most 2WD vehicles, stadium trucks must be driven with finesse; roll into the throttle instead of mashing the throttle trigger. Slow down before you enter the corners, and roll over the jumps while you're getting accustomed to the track and the vehicle. Most important, practice often, and soon you'll get around the track with little trouble.



DUICKOUESTION

My truck always jumps nose up, and I have to hit the brakes all the time to bring it back down to prepare for the landings. How can I make my truck fly straight?

Let off the throttle when you hit the lip of the jump. You can also try stiffer rear springs.

You must have the right tires for the surface you race on. Many drivers install truck rear tires up front to change their truck's steering characteristics. In most cases, this setup provides a little more turn-in steering.



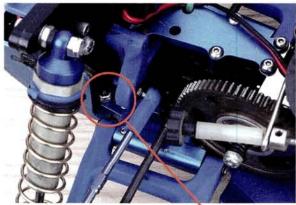


Loose battery box

I bought a used Factory Team GT from a friend. The truck is really nice, and it has a bunch of hop-ups installed on it. One of the upgrades gives me fits, though. The truck has an aluminum battery box hanging from the rear. I guess it's durable, but the darn thing keeps coming loose. I've applied liquid thread-lock to the screws, but that helps only for a while. Should I buy a stock battery box and install it on my truck?

[Email] Dominick Zoreldo

An aluminum battery box is a popular upgrade on the GT, not because the stock piece isn't durable but because the extra weight of the aluminum on the end of the truck gives it a little more rear traction. Before you go back to the stock battery tray/bumper, try installing longer screws and locknuts. The lock-nuts will prevent the battery box from loosening, and you'll be able to race your truck with confidence.



If the screws that hold the battery box in place keep loosening, install longer screws and locknuts as shown.



TOOLGOX

Tornado After Run Oil

After-run oil is a must to keep your engine in top condition between races. Tornado's after-run oil is very light in viscosity and really gets inside your engine's vital components to provide long-term protection. Sold in a 50ml bottle with applicator and non-spill cap.

Oil—\$7 Tornado; distributed by RC1 Racing; rc1.com.



NEED HELP?

Send your "Troubleshooting" questions and comments to troubleshooting@airage.com, or mail them to

"Troubleshooting" c/o RC Car Action, 100 East

Ridge, Ridgefield, CT 06877-4606 USA.



HPI Savage 21 Nitro Vented Flywheel



Aluminum vented flywheels move air over clutch bell, improving performance and cooling, RRP 7000

Stealth Spurs

These precision machined spur gears are super quiet. They're available in 48P in 60T thru 96T sizes, and fit any Associated or HPI electric car or truck. RRP 1860 thru RRP 1896.

Electric Car And Truck Pinions:

48P Absolute Series Pinions



Super hard, lightened and cut with unmatched precision. Great with any spur, but with an Absolute spur, even on-off noise is gone! Available In 48P in 16T thru 28T sizes. RRP 1416 - RRP 1428.

48P / 64P SuperLite Aluminum Pinions



They're lightened, hard coated and precision cut. Available in 48P in 16T thru 28T, and 64P in 24T thru 38T. RRP 30XX (48P) and RRP 31XX (64P). Only \$5.25

48P Hard Nickel Plated Steel Pinions



These precision cut gears have an extremely hard coating that makes them really last. Available in 12T thru 35T. RRP 1012 - RRP 1035

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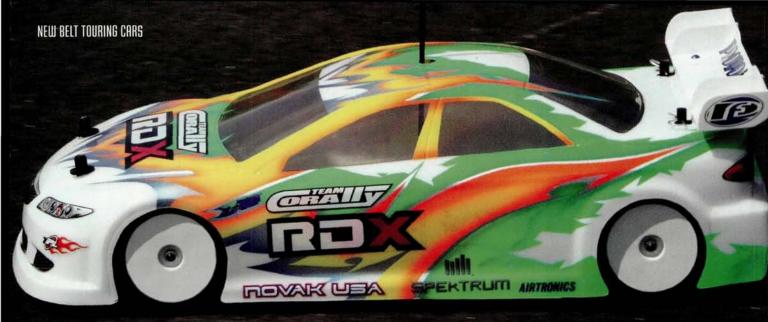


BELIS ARE WE drive the latest Pro cars from Corally, Tamiya,

Belt-driven touring cars are the cornerstone of the competition electric touring car market. Yes, there are some very competitive shaft-drive cars, but belt cars are at the center of the racing scene. Well, there's no better time to be a belt fan because the new competition cars featured here are all belt-driven. They don't just represent the newest belt-drive cars; they're also the latest and greatest competition vehicles. In this issue, we check out four hot electric competition touring cars that will likely carry their manufacturers into the next world championship.







CORALLY RDX

Corally created the RDX by revamping its race-winning Assassin chassis with modifications and tuning tricks. "RDX" stands for "research and development (e)xtreme. This full-blown racer incorporates all of the Assassin's best features and has special tweaks that make it one of the best touring cars on the market. It features: a supernarrow lower chassis plate; an ultralow-CG drivetrain design; MIP CVDs; aluminum, bearing-supported steering bellcranks; lightweight differentials; reinforced, short suspension arms; and an extended wheelbase to improve overall balance. The RDX is available in three versions:

- > Standard kit—with a front one-way and 2-degree caster blocks;
- > UK Edition—with a front ball diff and 4-degree caster blocks;
- > U.S. carpet spec (shown here)—features a front ball diff, 4-degree caster blocks, optional spring set and X-hard suspension arms.

PERFORMANCE

I followed Corally team driver Chris Tosolini's carpet setup when I built the Carpet Spec RDX, and that put my RDX right on pace with my previous lap times at the track. I just love how quiet and smooth this car is as it zips down the track, and it doesn't require steering input to hold its line on the high-speed straight. Since the Carpet Spec version includes a ball diff, having the correct tires is important to get the right amount traction. With too much or too little traction, the front end could diff out in the corners and hurt acceleration when it exits the corners. To me, the biggest advantage of the front diff is that I didn't have to have a perfect line going into corners. If another car was in its way, I simply changed the line and got on the brakes later or earlier, and the RDX stayed planted; you couldn't do that with a car equipped with a front one-way. The RDX pushed slightly in the corners after I had sorted the traction out by adjusting the caster and droop. When I built the RDX. I thought it would be a pain to make chassis adjustments, but it's easy.

Through the track's tight sections, the car's stiff setup kept it flat, so it was smooth to drive and quite nimble. When I sent it through high-speed corners, handling was predictable and I kept the speed up. My only problem was with the steering linkage; a loose screw loosened it up a bit. Other than that, the RDX stood up to my abuse.

BUILDING & SETUP TIPS

Like most competition-level touring cars, the RDX requires that you pay close attention to the instructions. Here are a couple of spots where extra care is required.

> Front diff installation. The carpet spec version does away with the stock, front, one-way diff and uses a ball diff in its place. The instructions are not clear on how the diff should be oriented in the bulkheads, and I ended up installing mine incorrectly. Make sure that the diff's longer outdrive is on the right side of the car.

YOU'LL NEED WE USED

Transmitter JR Racing R-1 Pro Receiver Spektrum DSM ESC Novak GTX Steering servo Airtronics 94357 high-speed Servo-saver Kimbrough Motor Corally street touring stock **Pinion** TIR 48-pitch titanium Corally GP-3700 team spec 6-cell battery LRP Pulsar Competition 2 Charger Racing tires & wheels Parma foams Body Protoform Mazda 6 Wino Protoform molded wing

- > Turnbuckles. The turnbuckles are not marked to show which side is standard thread and which is reverse thread.

 Make your life easier by marking the standard side of all the turnbuckles, and future adjustments will be easy to make.
- > Swaybars. If you plan to use the swaybars, don't wait until the last step to install them as shown in the manual. Instead, install the mounting hardware as you assemble the chassis.
- > Suspension assembly. When attaching the lower suspension arms to the bulkheads, be sure not to tighten the screws until the last step. This allows the hingepins, suspension arms, shims and hingepin blocks to line up easily with one another.
- > Front belt tensioner. My RDX's front belt tension was fine without the belt tensioner. I decided to leave it off to reduce drag on the drivetrain. As the belt wears, the tensioner will come in handy to stop the used belt from skipping.

78 RADIO CONTROL CAR ACTION

SPECIFICATIONS

MANUFACTURER Corally MODEL RDX US Carpet Spec **DISTRIBUTED BY Corally USA**

SCALE 1/10 PRICE \$450

Varies with dealer

DIMENSIONS

Wheelbase 10.31 to 10.43 in. (262 to 265mm) Width 7.4 to 7.48 in. (188 to 190mm)

WEIGHT

Total, as tested 48.29 oz. (1369g)

CHASSIS

Type Double-deck plate Material 3mm woven graphite

DRIVETRAIN

Type Dual-belt 4WD

Primary 78T spur gear/24T pinion (as tested, not included)

Transmission ratio 2:1

Final drive ratio 6.5:1

Driveshafts MIP CVDs with replaceable blades Differentials Adjustable ball diffs with aluminum outdrives

Bearing type Metal-shielded ball bearing

SUSPENSION

Type Lower H-arm with upper turnbuckle camber link

Shocks Threaded, fluid-filled aluminum-body with Delrin shaft guides and bladder seal

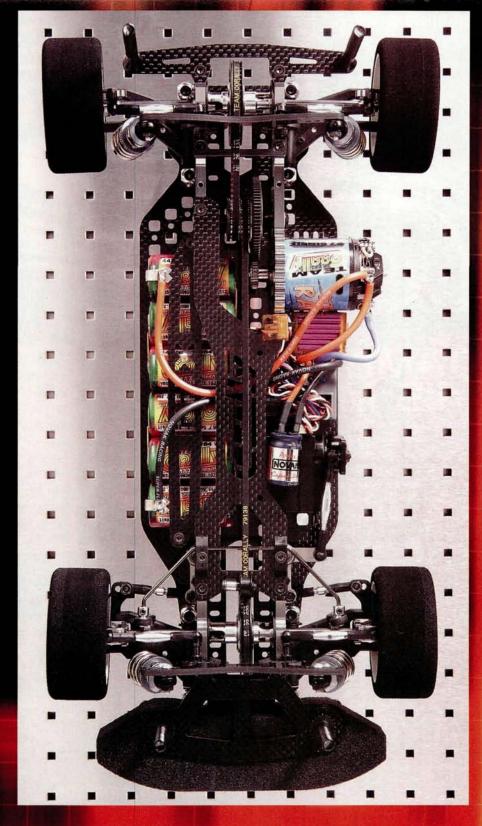
WHEELS & TIRES

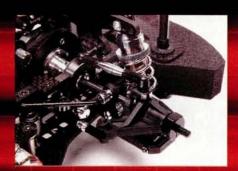
Not Included

- Excellent quality of parts.
- Fully adjustable suspension—thanks, in part, to the unique hingepin adjustment
- Many openings in the chassis accommodate weights to reduce the chassis' CG.
- Comes with optional silver spring set.

DISLIKES

- Body-post nuts are a pain to use. Turnbuckles are not marked.





The carpet-spec version of the RDX uses 4degree Duraluminum caster blocks and X-hard suspension arms that will stand up to the high traction stresses of carpet racing.



Genuine MIP CVDs transfer power out to each wheel.



The many openings in the chassis allow for chassis weight to be added easily while keeping the extra weight as low as possible.



TAMIYA TRF 415 MS

Tamiya can be credited with introducing the first touring car, but not until recent years did it become a force on the racing scene. In 2002, the 414 earned a world championship and people changed their perception of Tamiya. The company has kept to the same path and continues to strive for dominance at the track. Next came the TRF 415; this quickly proved itself a top contender, thanks to its excellent balance, low-CG design and highly adjustable chassis. Now, the most recent competition-level touring car to come out of Tamiya's stables is the TRF 415 MS. Tamiya took its impressive 415, honed its chassis and added the latest option parts to make an already great car even better.

YOU'LL NEED WE USED

Transmitter JR Racing R-1 Pro
Receiver LRP Phaser
ESC LRP Quantum Competition 2
Steering servo Airtronics 94357 high-speed

Motor Team Orion Marc Rheinard
World's Edition
Pinion TiR 64-pitch titanium

6-cell battery Team Orion GP-3700 V-Maxx Plus RDS Team

Charger LRP Pulsar Competition 2
Racing tires Take Off RP Series mounted tires

Parma Alfa

PERFORMANCE

After plenty of wheel time and success with the original version of the TRF 415, I looked forward to driving the revamped chassis. One of the key modifications is the inclusion of all the parts that come in the reversible lightweight suspension set; they should help cornering speed and increase steering for asphalt racing. I hit the track with a set of Take Off RP Series premounted tires and the chassis in stock setup. The track was dusty, but it allowed enough traction for high-speed running. Jumping on the throttle launches the car quickly, and it holds its line at full throttle and doesn't wander. Because I didn't have to fight the car down the straightaways, I was able to set up for the corners. With the front one-way, I was fast around the track (with an occasional light touch on the brakes) and it allowed me to get on the power harder when exiting tight corners. The 415 MS cut through the low-speed sections of the track with surgical precision. In highspeed corners, however, keeping the car under control while maintaining a decent

speed was much more of a balancing act: if I accelerated too quickly, the rear swung around, and if I carried too much speed, it washed out. I adjusted the droop to increase chassis roll, and this helped to rectify the loose rear end problem. On some of the high-speed runs, I misjudged a corner or hit the corner dots, and that led to some brutal accidents. The 415 MS was airborne and then did a series of flips, but it always drove away from the scene. No breakage!

Body

BUILDING & SETUP TIPS

Tamiya kits always have excellent instruction manuals, wut when you assemble a high-end touring car like the TRF 415 MS, extra building advice is always welcome, so here goes.

> Use calipers. Whenever I build a competition vehicle, I use my Mitutoyo digital calipers for almost every step. During assembly, take the time to measure everything precisely, and you'll have a car that runs well the first time you try it out.

- > Lower-chassis-plate prep. The manual tells you to seal the edge of the carbon-fiber chassis plate with CA to protect it. Is this necessary? Not really, but I'd rather be safe than sorry, so I glued it. Be sure to take your time; you'll make your brandnew TC look like garbage if you rush.
- > File the edges of the battery slots.

 This will allow the battery pack to sit lower on the chassis and help to hold it in place instead of your having to rely on tape.
- > Thread-lock? No. I mistakenly used thread-lock on a few high-stress parts on my original 415, and I stripped hardware threads when it was time for routine maintenance.
- > Universal driveshafts. Be careful to grab the correct swing shafts when you build the driveshafts. The front of the 415 MS uses black steel shafts, and the rear uses lightweight, blue aluminum shafts.

SPECIFICATIONS

MANUFACTURER Tamiya MODEL TRF 415 MS

SCALE 1/10 PRICE \$470

Varies with dealer

DIMENSIONS

Wheelbase 10.12 to 10.35 in. (257 to 263mm) **Width** 7.28 to 7.48 in. (185 to 190mm)

WEIGHT

Total, as tested 48.01 oz. (1361g)

CHASSIS

Type Triple-deck plate

Material Carbon fiber—3mm lower and mid-decks, 2mm upper deck

DRIVETRAIN

Type 4WD dual belt

Primary 102T spur gear/24T pinion (as tested; not included)

Transmission ratio 2.18:1

Final drive ratio 9.3:1

Driveshafts (F/R) CV-type steel/aluminum

Differentials (F/R) One-way unit/ball type with plastic outdrives

Bearing type Metal-shielded ball bearing

SUSPENSION

Type Molded-graphite lower H-arm with upper aluminum turnbuckle camber link

Shocks Aluminum, fluid-filled, threaded-body, fluorine-coated

WHEELS

Type 24mm zero-offset plastic dish

TIRES

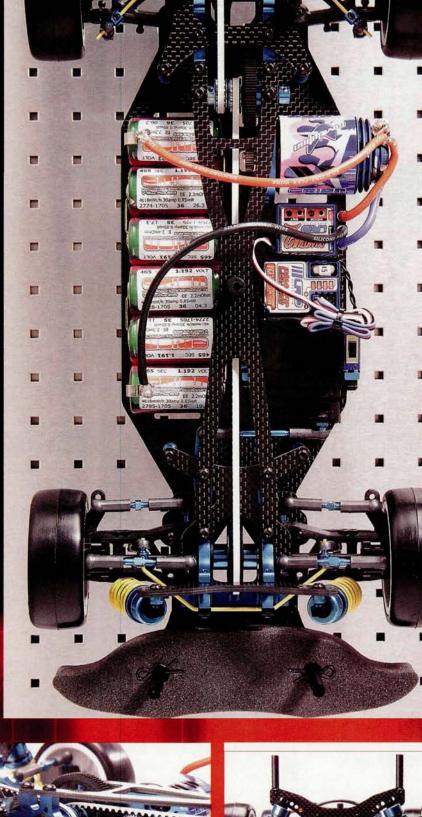
Not included

LIKES

- > Exceptional instructions and parts quality.
- > Awesome fluorine-coated aluminum shocks.
- Includes optional pivot blocks, swaybars and hub carriers.

DISLIKES

- > Aluminum turnbuckles might be weak points during a collision.
- > Batteries still have to be taped to the chassis.

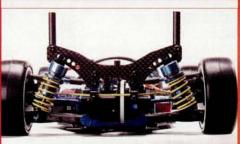




The star of the 415 MS's suspension are the super-smooth, fluorine-coated TRF shocks.



The 415 MS incorporates a heatsink into the motor mount for extra cooling.



The rear ball diff uses lightweight plastic outdrives with aluminum support rings to prevent the outdrives slots from spreading under load.



XRAY TIFK '05

The T1 FK '05 is the fifth-generation XRAY touring car. It's the latest in the line that created a new standard in the competition touring class when it was first introduced. Since the very first version, the T1 has shown exceptional manufacturing standards and includes a lot of performance parts that were available only as options on other cars. This new '05 version keeps the previous cars' best features and has updates that were developed by the racing team after they introduced the original "FK" version.

The new '05 chassis accommodates a 6x1 battery configuration, so there's no hassle with 3x3 saddle packs. The differential height is adjustable, so the driveshaft can be kept level when ground clearance is adjusted, or you can manipulate the driveshaft's angle to increase or decrease traction when accelerating. The drivetrain features more efficient, larger pulleys and a slightly lower drivetrain ratio of 1.7:1.

In addition to all that, the '05 has many sought-after features such as spring-steel universal driveshafts and turnbuckles, adjustable belt tensioners, adjustable valves in the shocks and myriad suspension adjustments that don't leave you wanting more.

PERFORMANCE

The FK '05 has what seems to be a more flexible chassis than the original FK model. The extra chassis flex makes the car stick a little better on asphalt-sometimes a little too well because the car was too planted and suffered slight understeer on corner entry as a result. The setup simply needed a couple of tweaks: stiffer springs on the rear shocks to for a little more rotation, and a touch of toe-out in the front. I also reduced rear toe slightly. The stock setup is just a starting point and seems to be fairly neutral. I found it a shade stiff for blacktop and a little too loose for high-bite carpet, but that's exactly where you want it to be: it isn't too far off, and minor tweaks will get you on pace. Running on high-bite carpet with the stock setup can be a little hairy because the car has so much traction when you install foam tires. Switching to two-hole pistons and purple springs stiffens the damping (this is easier if you installed the adjustable pistons when you built the shocks). The stock yellow and

white springs are the softest available, so switching to the much stronger purple springs firms up the suspension and makes it much more responsive. The FK '05 is a solid performer that's a slight improvement on the previous FK. The benefit of not having to mess with a saddle pack makes it all the more appealing (but it doesn't come with a battery strap). If the car doesn't do what you want it to, it's will respond well to adjustments, and a proficient tuner and driver should be able to get more out of it than out of the previous generations.

BUILDING & SETUP TIPS

XRAY instructions are among the best. The parts are bagged and numbered for every corresponding step, and ample, step-by-step instructions clearly spell out the order of assembly and tell which items need special attention. But here are a few more words of wisdom!

> Lube the diffs. The preassembled diffs don't have lubricant. Both diffs must be disassembled and lubed. Use heavy grease on the thrust bearing, and use the

YOU'LL NEED

Matched battery pack Tires 540-size motor Racing ESC Steering servo Radio system

WE USED

Epic Motorsports 3800 NiMH 190mm touring car body Protoform Cadillac CTS-V R Take-Off 36S mounted tires Epic Shock Modified 11T motor KO Propo VFS-1 Pro Futaba S9451 digital high-speed KO Propo EX-10 w/Spektrum module

> clear grease in the syringe to lube the main parts of the diff. The diffs in our test car were dry.

- > Slacken the belts. They're a little tight when you use the manufacturer's recommended setting on the eccentric belt-tension adjusters. Loosen each belt one stop on the belt-tension adjustment. It's easy enough to readjust the tension if the belt stretches with use.
- > Upgrade the front axles. Install the no. 305315 spring-steel wheel axles in the front steering hubs.
- > Be sure that the shocks don't bind. Be careful not to thread the shock ends too far onto the shock shafts. If you do, the shocks will bind and you'll have to replace the shock ends.
- > Don't use battery tape. Install the optional graphite battery strap (no. 306162). Taping the batteries into place is tricky because the upper deck partly blocks your access to the rear tape slot.

SPECIFICATIONS

MANUFACTURER XRAY MODEL T1FK '05

DISTRIBUTED BY RC America

SCALE 1/10

PRICE \$390

Varies with dealer

DIMENSIONS

Wheelbase 10.12 in. (257 to 261mm) **Width** 7.44 in. (189mm)

WEIGHT

Total, as tested 50.08 oz. (1420g)

CHASSIS

Type Stamped, woven carbon fiber, double-deck plate

Material 2.5mm woven carbon fiber

DRIVETRAIN

Type Dual-belt

Primary 20T pinion (optional)/84T spur gear

Transmission ratio 1.7:1

Final drive ratio 7.14:1

Driveshafts XRAY spring-steel CV shafts with aluminum axles

Differentials Semi-sealed ball diffs with lightened aluminum outdrives

Bearing type High-speed, rubber-sealed

SUSPENSION

Type (F/R) Lower H-arm/turnbuckle adjustable upper camber link

Shocks Molded-composite with threaded-aluminum adjusters and adjustable valves.

WHEELS & TIRES

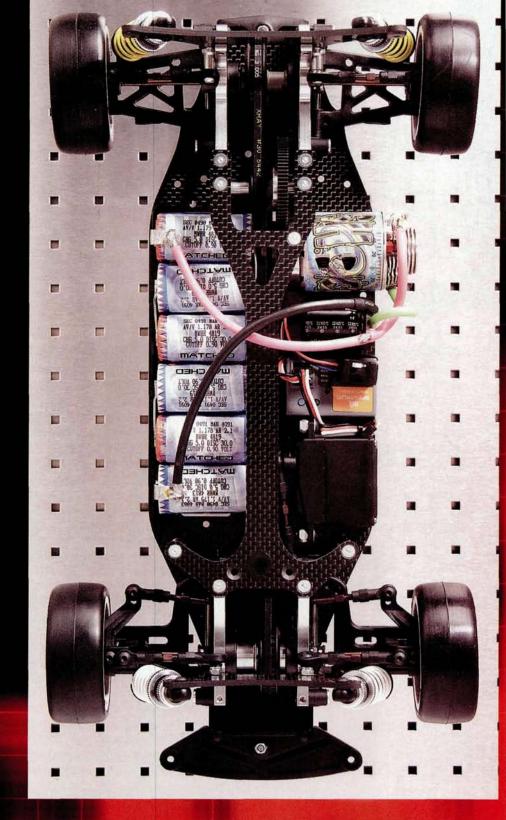
Not included.

LIKES

- Superior quality of manufacturing.
- Lots of available option tuning parts.
- > Excellent instructions and setup advice.
- > Straight 6-cell battery slots in chassis.

DISLIKES

- > Battery hold-down isn't included.
- Aluminum front axles are easily damaged during a collision.
- Shock towers are too tall to fit some lowprofile bodies.
- Shock ends still rub on foam tires without suspension mod.





Molded battery holders help prevent the battery from ejecting during a hard impact.



The height of the diff can be adjusted using inserts with different offsets, modifying on-power response.



The extra holes in the chassis are for attaching ballast weight to meet the minimum requirements.



YOKOMO MR-4TC BD

With all the recent emphasis on the various models of the Yokomo SD (shaft drive) touring car, the introduction of the MR-4TC BD touring car was a surprise—a pleasant surprise. In an effort to provide customers with more choices, Yokomo has developed two cars.

The BD's general layout is similar to those of the other cars featured here, but as always, it's the details that make a car unique. The chassis features a 6x1 battery configuration, but it has molded inserts that fit most sub-C cells, and there's no need to file the chassis. The bulkheads allow either diff and the center layshaft to be removed simply by unscrewing four screws, so maintenance is easier than any other belt-drive car's. Eccentric adjusters are used front and rear for quick, easy adjustment. Note the indexing marks on the alloy bulkheads; they allow easy, accurate adjustments.

This is probably one of the best appointed cars Yokomo has ever built. It has a lot of standard aluminum parts that are usually options. It has swank hardware where it's required, but molded parts are also used where appropriate.

PERFORMANCE

The BD's stock setup favors an asphalt track, and that makes sense because that's where this vehicle will usually be raced. Sure, people will run it on carpet, but blacktop is where this machine really shines with its stock suspension setup. The drivetrain features center and front one-ways, so it's more at home on a track on which the corners are smooth and flowing than on a tight technical track.

The BD gets into the corners fast and with lots of steering. This is almost a necessity because the center and front one-way prevent you from scrubbing off too much speed. Turn-in is very aggressive on a track with average traction, and that's a good thing: It's always easier to reduce traction than to gain it. The BD carries good speed through the center of corners and even rotates well when you're on the gas coming out of them.

Running the BD on carpet should require very little change in the setup.

Nothing has to be changed, but the stock chassis setup is very soft. Stronger

springs, thicker shock fluid and maybe a thicker chassis plate would make this a more formidable machine on carpet.

The BD's drivetrain ratio is a relatively high 2:1. This means that it's easier to arrive at a final drive ratio when running in the mod class, but it will require much bigger pinion gears if you choose to run stock. When using a 112T, 64-pitch spur gear, a 35T to 40T pinion gear might be required. This might explain why Yokomo suggests this car for modified racing and the SD for stock, but I think both can be raced in another class if you want.

BUILDING & SETUP TIPS

The minimalist assembly instructions are not strong on talking you through the rough spots, and aren't many illustrations. The instructions aren't bad; they just lack some of the details you get from other manufacturers. They're suitable for competition touring buyers, but if you inadvertently wander into race-car territory, you'll need to check the instructions thoroughly and be sure not to miss anything.

YOU'LL NEED

Matched battery pack 190mm touring car body

Tires

540 -size motor Racing ESC Steering servo

Radio system

WE USED

SMC 3800 NiMH Ride Honda TSX body (paint by Josh Thiel) Take-Off 36S mounted tires

Trinity 10x2 Cobalt Futaba MC800C V2 Futaba S9451 digital

high-speed Airtronics M8 w/Spektrum module

- > Don't cut the tab bottom tabs off the eccentric belt's tension adjusters. They keep the adjuster aligned with the bulkhead, and you risk losing the bearing if it pops out of the bulkhead.
- > Reduce the tension. We don't know whether the belt tensioner is needed in the middle of the upper deck because every diff has its own eccentric adjuster for its belt. Don't be afraid to run without it.
- > Thread lightly. The inline kingpin/ball stud threads can easily be stripped when you install it. It's also difficult to know when to stop tightening because the hex part of the ball stud stops well short of the C-hub. Proceed with caution when installing this ball stud, and if you strip it, dab a little CA glue into the hole with a toothpick, and then try installing it again.

SPECIFICATIONS

MANUFACTURER Yokomo MODEL MR-4TC BD DISTRIBUTED BY Yokomo USA

SCALE I/IO

PRICE \$410

Varies with dealer

DIMENSIONS

Wheelbase 10.12 in. (257 to 261mm) Width 7.44 in. (189mm)

WEIGHT

Total, as tested 51.52 oz. (1461g)

CHASSIS

Type Double-deck
Material 2.5mm woven carbon fiber

DRIVETRAIN

Type Dual-belt

Primary 24T pinion (optional)/78T spur gear

Transmission ratio 2:1

Final drive ratio 6.5:1

Driveshafts CV-type

Differentials (F/R) Rear ball-diffs vi/molded out-

drives/front one-way

Bearing type High-speed, metal-shielded

SUSPENSION

Type (F/R) Lower H-arm/turnbuckle adjustable upper camber link

Shocks Aluminum vi/threaded-aluminum adjusters and external seals

WHEELS & TIRES

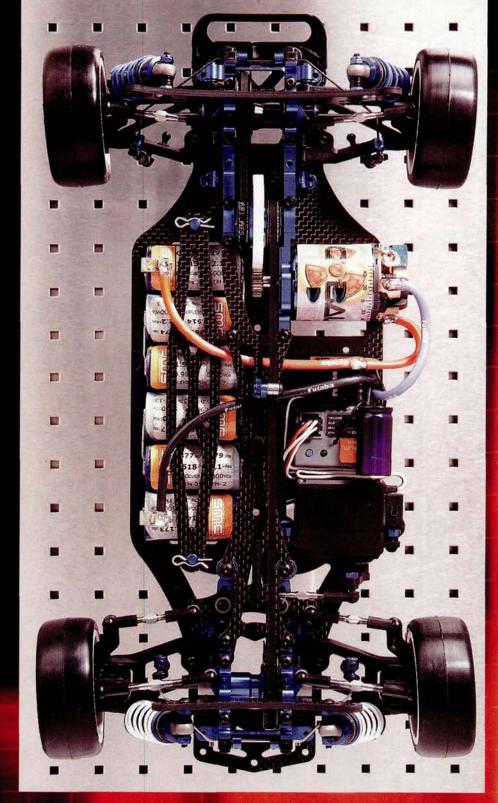
Not included.

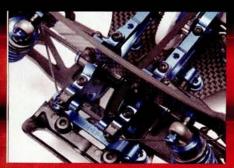
LIKES

- > Superior quality of manufacturing.
- Lots of available optional tuning parts.
- > Excellent instructions and setup advice.
- > Straight 6-cell battery slots in chassis.

DISLIKES

- > No stickers included in the kit.
- Instructions are hard to follow in some areas.
- > No servo-saver.
- > The plastic outdrives on the rear diff wear out quickly.

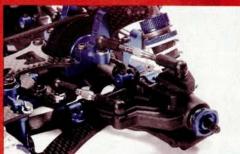




The differentials and center shaft can be easily removed with no more than four screws.



Molded inserts hold the battery pack, insulate it from the chassis, and eliminate the need to file the slots.



Aluminum suspension mounts, indexing marks for the belt tension adjusters, and titanium tie rods are a plus. ■

1/8-SCALE NITRO 4WD STADIUM TRUCH
BY PETER VIGIRA PICS BY PETE HALL

The mighty Mammoth slims down and speeds up

AS THE RACING TRUGGY WAVE CRESTS and begins to crash down over tracks everywhere, XTM Racing is ready to surf all the way to the finish line with the new Mammoth ST. Where the original Mammoth was massive for massiveness' sake, the ST model is built for racing-style performance. The big truck went on a diet, shed its oversize tires and extra shocks, and gained a racier profile with a stadium-style body and low-slung stance. All of the original Mammoth's best features are still on board, including XTM's 24.7 (.247ci) engine, 2-speed transmission and triple-disc brakes, along with some new tweaks all aimed at making the ST as track-capable as possible. Even if you don't race, racing performance is always a plus, and the Mammoth ST looks like it can really rip. We'll see whether it goes as good as it looks.





KIT FEATURES

CHASSIS. The ST's chassis is 3mm aluminum with deeply radiused sides and stamped-in kick-up like the original Mammoth's, but it now has a narrower shape. The new design incorporates buggy-style plastic side guards and looks serious with its black finish. Although the included engine is a pullstart, the chassis has a huge flywheel opening for easy starterbox access. In the interest of a lower CG, the spur gears (two of 'em; this is a 2-speed truck) actually poke through the chassis. A molded skidplate protects the gears, and holes in the plate let debris escape to prevent dirt or pebbles from fouling the gears. Up top, the chassis is stiffened by four, thick, rod braces (two front and two rear) that span the gearboxes and center gear assembly. The radio tray also lends support, and it holds a pair of lidded boxes for the receiver and battery. The original Mammoth stacked the receiver and battery in what appeared to be a Coleman cooler, but the ST setup spreads the components' weight across the chassis for a lower CG and better handling.

DRIVETRAIN. The Mammoth ST uses a traditional buggy-style layout to deliver 4WD, but instead of a center differential, there's a pawl-type 2-speed with new ratios for the ST-the clutch bell is now 12/17 instead of 14/19. The shift point is externally adjustable, and the plastic spur gears are thick. Ordinarily, I'd worry about plastic gears' durability, but the gears have proven tough in the original Mammoth, so no points deducted. From the 2-speed, power is transferred to the gearboxes by plated dogbones. It's a long trip, so the 'bones are a full 4mm thick to ward off flexing. Inside the gearboxes, the dogbones spin sealed, grease-filled planetary diffs via steel ring and pinion gears. CV-style front axles and rear dogbones (both with 4mm shafts) are the final leg of the engine-to-wheels power journey that ends in 17mm hex hubs and cast-aluminum steering knuckles. Rubber-sealed bearings are standard as well, as they should be on all nitro monsters.

SUSPENSION AND STEERING. The ST carries 4 shocks instead of the impressive (but not really necessary) 8-shock load favored by the first Mammoth. But XTM didn't merely leave 4 shocks on the shelf; the ST's towers and upper arms are designed specifically for 4-shock use, and the towers are Swiss-cheesed with nine mounting holes per shock. The towers are also stronger, thanks to a more compact design and 4mm plate construction. As for the shocks themselves, they're more stiffly sprung versions of the standard Mammoth boingers, so you get threaded aluminum bodies, 3.5mm shafts and bladder volume compensators.

The ST's suspension is fully adjustable. The wheelbase is set by positioning the rear uprights fore or aft on their hingepins,

INCLUDED ELECTRONICS & ACCESSORIES

HITEC AGGRESSOR TRANSMITTER & AM RECEIVER

The Aggressor is one of the better AM pistols. It has a comfortable feel, and dual-rate steering lets you fine-tune steering response from the drivers' stand. The Aggressor also looks like a piece of high-tech gear with its two-tone case and silver packs a 195 oz.-in. metal-gear punch! It also scores style points with a translucent case that lets you see those metal gears in action.

HITEC HS-311 THROTTLE SERVO

The good of HS-311 is fine for opening the carb, and thanks to the ST's well-designed brake



wheel; it's a nice change from most low-end radios' all-blackplastic look.

CIRRUS CS 704-MG STEERING SERVO

It looks like the dark age of wimpy standard steering servos in monster trucks is finally coming to an end. According to XTM, the ST's Cirrus steerer system, the plastic-gear servo even does a good job on the braking side with its 50 oz.-in. of torque.

TOOLS

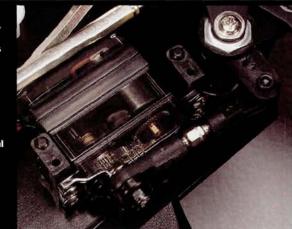
Just the basics here: box wrench, turnbuckle tool and some hex "L" wrenches—sorry, no glow starter, filter oil, or fuel bottle.

and turnbuckles are used throughout, so camber and toe are easily adjusted. By swapping arm mounts, front caster and rear anti-squat and toe can be altered. A rear swaybar adds another level of tuning flexibility, and at 3.5mm thick, it should go a long way toward helping to keep the chassis flat in the turns.



Left: plastic gears on a monster of this size? We can't complain, since they held up just fine (as long as we set the mesh properly, that is). The triple-disc brakes (the third disc is behind the 2-speed) are powerful.

Right: the see-through Cirrus servo sports metal gears and a whopping 195 oz.-in. of wheelturning torque. All monster trucks should be so lucky.



SPECIFICATIONS

MANUFACTURER XTM Racing MODEL Mammoth ST DISTRIBUTED BY Global Hobby SCALE 1/8 PRICE \$350 Varies with dealer

DIMENSIONS

Wheelbase 15.5 in. (394mm) Width (F/R) 16.75/17 in. (425/432mm)

WEIGHT

Total, as tested 10 lb. 4 oz. (4,649g)

CHASSIS

Type Plate with rod braces Material 3mm aluminum plate

DRIVETRAIN

Type Full-time, shaft-driven 4WD
Primary 12/17T clutch bell;
65/60T spur gears
Transmission ratio 3.31:1
Final drive ratio 17.92:1
(1st)/11.68:1 (2nd)
Drive shafts (F/R) CV-type
universal joint/steel dogbones
Differentials Planetary type,
grease-filled

Bearing type Rubber-sealed ball bearings

SUSPENSION

Type (F/R) Lower H-arm with turnbuckle-equipped upper arm Shocks Aluminum, threaded body

WHEELS

Type One-piece dish with 17mm hex

TIDEC

XTM racing tread with foam insert

ENGINE AND ACCESSORIES

Engine XTM 24-7 .247 pull-start Clutch 3-shoe Manifold Tubular aluminum

Pipe Aluminum, dual-chamber tuned-type

Fuel tank 125cc primerless

ELECTRONICS

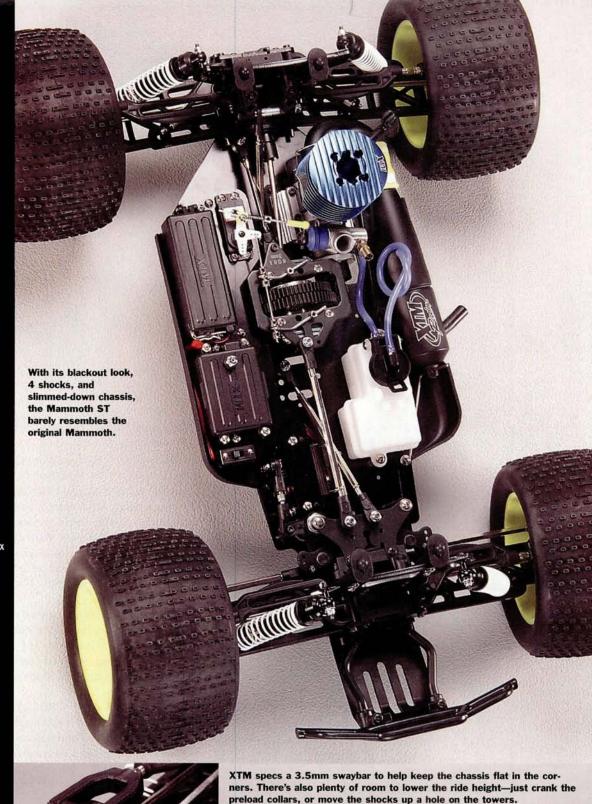
Transmitter/receiver Hitec Aggressor Steering servo Cirrus high-torque,

metal gear

Throttle Servo Hitec HS-311 Receiver pack Not included

FACTORY OPTIONS

- 7075 aluminum shock towers, 5mm—item no. SEM1323
- 7075 aluminum suspension mounts and upper arm supports—SEM349FR0 (0°); SEM349FR2 (2°); SEM349FR3 (3°)
- 3mm carbon-fiber radio tray—SEM3024C
- Reverse module—MV0105AS1
- Center differential—MV22865



ners. There's also plenty of room to lower the ride height—ju preload collars, or move the shocks up a hole on the towers.



TRACK TEST XTM Racing Mammoth ST go beyond big-block with its .247 pull-start powerplant. It has served well in the X-series buggies and trucks and now finds a home in the Mammoth ST. It's a good fit; according to RC Nitro's dyno test (September 2004). It's good for 2.49hp, and in previous radar tests with the original Mammoth, it posted a top speed of 52mph-that's crazy speed. Feature-wise, the engine is well equipped: ABC piston and sleeve, 2-needle carb, knife-edged rod and a 9-fin, button-style

XTM's 24-7 powerplant is a good match for the Mammoth ST, and it performed reliably in testing.

ENGINE AND ACCESSORIES. XTM was the first engine maker to head are standard. The engine wears a 3-shoe clutch with the shoes installed "leading" (as opposed to trailing) for quickest engagement. A large, foam-element air filter is included, and it arrives pre-oiled so the Mammoth is truly RTR.

A 125cc tank with an internal sintered filter feeds the engine. If you want mega run time, XTM's 290cc XLB monster-buggy tank is a drop-in fit. Spent fuel leaves the engine through a tubular header and a silicone-coupled, dual-chamber aluminum tuned pipe that's identical to the standard Mammoth's gear. Nice stuff all around.

BODY, WHEELS AND TIRES. The ST's dish wheels match the dimensions of Pro-Line's 40 Series hoops, but they have 17mm hex sockets instead of the Maxx standard 14mm. XTM molded new rubber for the ST and went with a low-profile bar/pin knob pattern that looks raceable. And it feels raceable, too, with a soft compound and supportive foam inserts. The body is the most striking departure from the Mammoth. In lines and graphics, the factory-finished shell looks like a scaled-up X-Cellerator with its sleek stadium lines and a close fit over the chassis.

UNINE

ANTENNA UP

I can't tell you how many times I've nearly lost a new RTR because I forgot to uncoil the receiver antenna. Don't do that!

FILL THE FILTER

The fuel line makes a short run from the tank to the carb. If you add an extra loop of fuel tubing or an in-line fuel-filter, you can increase fuel capacity.

LIKES

-) Superfast.
- > Track-ready chassis and suspension.
- > Excellent radio gear and steering servo.

DISLIKES

Optional 290cc tank should be stock.

AON, FF USE9	WE USEd	
Fuel	Byron 20%	1
Glow starter	XTM Magnum	1 march
Air-filter oil	DuraTrax	BAG
Air-tilter oil	Durairax	192

OFIND IT

>>> Go to page 226 for manufacturers' contact information

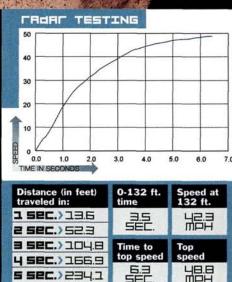
PERFORMANCE

Wolcott Hobbies and Raceway's latest layout was carved out of the clay with big buggies and monster trucks in mind, so it was the perfect place to test the Mammoth ST. The XTM 24-7 engine is definitely a big part of the truck's appeal. It started easily, held its settings and just flat-out ran great all day. And it has power; the radar confirmed a top speed of 48.8mph, and in the tighter confines of the racetrack, it had plenty of low-end snap to pounce out of corners and shoot over the jumps-which were plentiful. In addition to the jaw-dropping, single-to-tabletop-to-triple set, there were jumps on nearly every stretch of track and a tricky rhythm section that could really add seconds to your lap if you got out of sync. The engine had enough grunt to clear the big tabletop and the first jump in the triple, just like the race buggies were doing. That's quite a feat, considering the ST's extra heft compared to a buggy! The 4-shock suspension is pretty well sorted, but the big truck did have a little rear-wheel hop in the bumpy sections and on flat jump landings. Nonetheless, it held its line, and a tuning session should easily remedy the hop.

Braking control was also important for turning fast laps around Wolcott, and the ST's triple discs gave good grab and didn't fade once broken in and readjusted. The front end digs in hard under braking, so it's easy to kick the rear end around and rotate the truck through tight turns. On the way out, the ST digs in and moves out quickly in first gear. There's no center diff, so the front tires don't balloon out, and all four tires get a good bite. The stock tires should be a good starting point for most tracks, but I think a set of Pro-Line Bow



Ties will be the hot setup. The ST's wheels are 40 Series-ready, so all you have to do is pick up a spare set of wheels and glue 'em up. Even without ideal tires, the Mammoth ST handled well. It's got some on-power push, but no more than other race-prepped monsters that I've driven, and it has a lot more steering than I would expect on such a big machine; it feels a lot "smaller" on the track. I think the steering servo goes a long way in delivering that feel, and it's nice to just uncrate an RTR and hit the track without having to wonder how it would feel with a decent steering servo. The Cirrus stocker puts out nearly 200 oz.-in., and the Mammoth ST puts the torque to good use.



THE VERDICT

I hope there will always be a place for high-riding, "true" monster trucks in RC racing, but the future of hardcore monster racing will undoubtedly be truggies—especially if we see more RTRs that are as good as the Mammoth ST. Technically, the ST isn't a truggy at all, since the Mammoth was never a buggy, but the term has gone beyond its buggy-converted-to-truck origins simply because racing trucks themselves have gone beyond their

conversion origins. The Mammoth ST is a perfect example of how good a racing monster truck can be. It looks raceable because it is raceable, from its high-output powerplant and track-worthy wheels and tires to its purpose-built suspension and low-slung bodywork. And let's not forget that steering servo! Attention all RTR truck makers: we need powerful steering servos. Thank you XTM, for getting it right!

PATINGS

Parts fit and finish •••••••• B All the fits are good, but the aluminum parts' black finish is uninspired.

Turn-in

Corner speed •••••••

Burns off surprisingly little momentum.

On-power steering OOOOOOOO Some understeer, but it could push a lot worse.

Bump handling

Jumping •••••• Just a little rebound hop; excellent jumper overall.

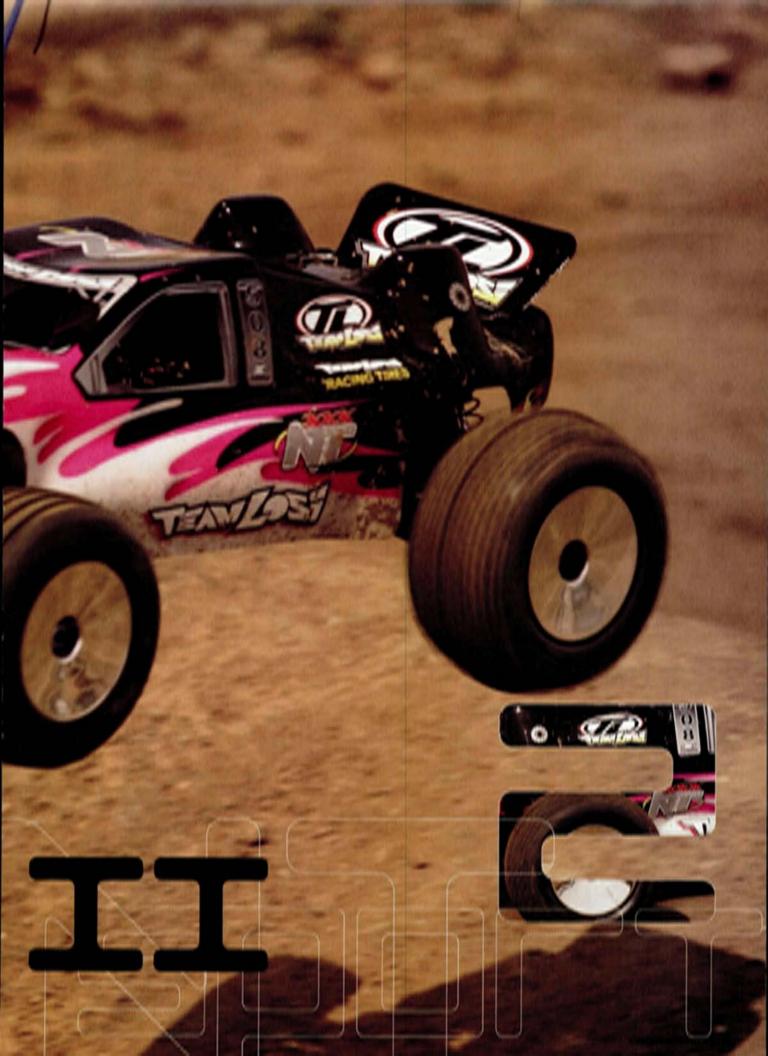
Best buyer>>> All nitro monster truck racers.

Race truck performance that's RTR-easy

THE ORIGINAL TEAM LOSI TRIPLE-XNT SPORT won the 2002 RC Car Action Truck of the Year award because it was basically a full-blown race truck that happened to be sold as an RTR. With its JR Racing computer radio system, fully adjustable suspension and powerful Mach 15 engine, it was one of the first race-worthy RTRs available. The new Triple-XNT Sport II has all of the great features that made the original truck a winner, but with a new look, more power under the hood and Losi's Spin-Start electric engine-starting system, it's more user-friendly and faster than ever.



Team Losi TIPLE-XNT Market Control of the Control o



INTIGHT I CO I INDIG YOUT OPORTITION

KIT FEATURES

CHASSIS. The Sport II's ½-ninch-thick aluminum chassis is supported by a long, molded, upper deck that spans the distance between the front bulkhead and the end of the fuel tank. An aluminum brace bridges the gap between the end of the upper deck and the transmission. The Z570 high-torque, metal-gear steering servo is a welcome addition to the Sport II and, like the 75cc tank, it's installed in line and caged by the upper deck. The receiver is taped to the side of the upper deck and protected by a molded cover.

A molded battery box attached to the rear end of the chassis houses an included 4-cell battery holder and can also accommodate a 5-cell, rechargeable receiver pack.

DRIVETRAIN. Like all Triple-XNTs, the Sport II features a low-profile, 3-gear racing tranny with a stepped idler gear and bottom-mounted ball differential. Like the rest of the Sport II, the tranny's molded parts are identical to and interchangeable with those of the U.S.-made Triple-XNT trucks. A dual-disc slipper clutch is included, and the transmission and axles spin on metal-shielded ball bearings.

The brake mechanism is installed on the same shaft as the idler gear. The fiber-composite brake rotor floats on a molded brake hub that's mounted on the idler shaft on the left side of the tranny case. A long, steel brake lever actuates the steel calipers to put the pinch on the brake rotor. Universal-joint driveshafts spin the rear tires.

SUSPENSION AND STEERING. The Sport II's suspension components are identical to those on the original RTR truck. All of the parts are molded of a more flexible plastic than the graphite-composite pieces found on other Triple-XNT kits. The softer plastic makes the truck more durable in the hands of first-time racers.

Damping is handled by aluminum-body, hard-coated shocks. All four shocks feature bottom-loaded seal cartridges and molded pistons, and each is equipped with orange springs, which are good for most tracks. Steel turnbuckles allow front- and rearcamber and front-toe adjustment, and the towers and suspension arms have numerous shock-mounting locations, so you can tune the suspension to suit the track. The truck also has several camber-link mounting positions to adjust roll center.

INCLUDED ELECTRONICS & ACCESSORIES

JR RACING

XR2I RADIO SYSTEM

The Sport II includes a raceready JR Racing XR2i AM computer radio system with an easy-to-read LCD screen for quick and easy steering and throttle adjustments. The radio has digital trim levers and a host of adjustments, including dual-rate steering, endpoint Z570M steering servo is a bonus because it's rugged and has the wheel-turning torque that's necessary for competition.

TEAM LOSI SPIN-START SYSTEM

The Losi Spin-Start system is new to the Sport II and a very welcome feature because it

> simplifies engine starting significantly. The system comprises a hand-held wand that houses a 7.2V battery pack (sold separately) and a powerful electric starter motor Insert the hexshaped shaft into a drive cup

inside the engine backplate, and crank the engine over.



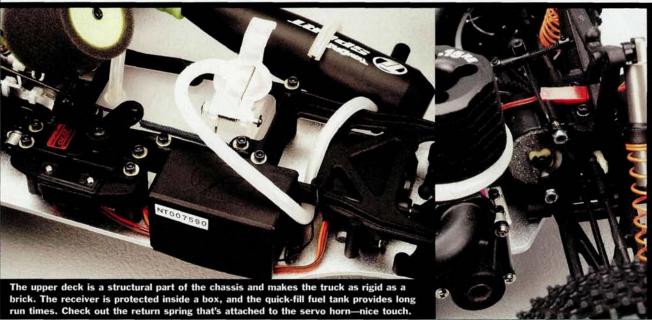
adjustments and much more truly a great radio system that you'll be proud to take to the track

JR RACING Z270 & Z570M SERVOS

The Z270 throttle servo is a standard, plastic-gear unit with plenty of speed and torque to operate the vehicle precisely. The metal-gear, 80 oz.-in.

GLOW-STARTER & TOOLS

The Sport II includes a C-size, dry-cell glow starter. It has a light plastic body, an easy-access battery compartment and a camlock-style tip. A wheel wrench and L-shaped hex wrenches are also included.



The low-stacked 3-gear tranny spins freely on ball bearings, and the ball diff is completely adjustable. The fiber brake rotor provides smooth, controlled braking even during long runs.

SPECIFICATIONS

MANUFACTURER Team Losi **MODEL** Triple-XNT Sport RTR II SCALE 1/10 **PRICE \$349** Varies with dealer

DIMENSIONS

Wheelbase 11.25 in. (286mm) Width 12.75 in. (324mm)

WEIGHT

Total, as tested 74.1 oz. (2,100g)

CHASSIS

Type 3.1mm plate with molded upper deck Material Aluminum main chassis, plastic upper deck

DRIVETRAIN

Type 2WD with enclosed gearbox Primary 18T clutch bell/51T spur gear Transmission ratio 4.11:1 Final drive ratio 11.64:1 Driveshafts Universal joint **Differential** Ball type Bearing type Metal-shielded

ball bearings SUSPENSION (F/R)

Type Lower A-arms with adjustable upper links

Shocks Hard-coated aluminum with bottom-loaded seal cartridges.

Type Losi one-piece chrome dish

Type (F/R) Losi 4-rib/step-pin with square lugs

ENGINE & ACCESSORIES

Engine Losi Mach 15 rear-exhaust Carburetor 2-needle rotary Clutch 2-shoe Exhaust Losi header and tuned pipe Fuel tank 75cc Starter Losi Spin-Start electric

ELECTRONICS

Radio JR Racing XR2i AM, 75MHz Servos JR Racing Z270 (throttle), Z570M (steering)

FACTORY OPTIONS

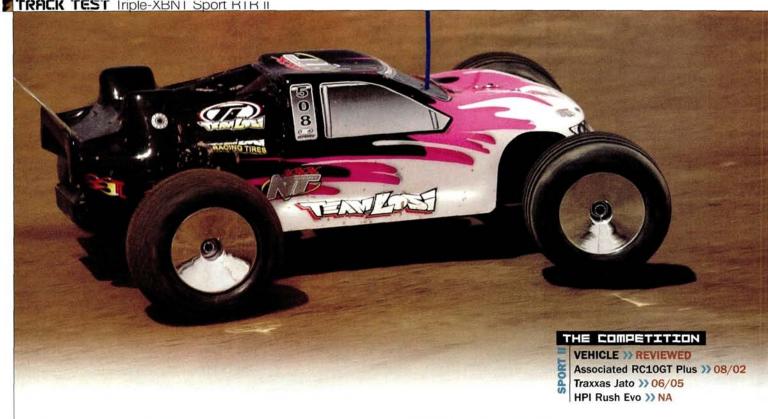
Graphite

- Suspension arms (F/R)item no. LOSA9710/LOSA9811
- Shock towers (F/R)— LOSA9722/LOSA9823
- Center chassis brace-LOSA9962

Aluminum

- Hard-coated front pin brace-LOSA9956
- Slipper shaft with gear-LOSA9931

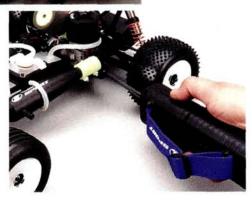






The new Team Losi Mach 15 rear-exhaust engine packs a serious punch. It's also easy to start and tune, and it runs very reliably. I've put quite a few tanks through this engine, and it still starts up right away and runs as reliably as when it was new.

Insert the shaft into the slot in the engine backplate, install the glow igniter on the glow plug, and then press the button. The Spin-Start system cranks the engine over without any fuss. The system requires a 7.2V stick pack and a charger, but it's well worth the extra cost for such a convenient starting system.



ENGINE AND ACCESSORIES. Team Losi upped the ante in the power department with the new Mach 15 rear-exhaust engine. An all-new exhaust system extracts more power from the new mill, and the Spin-Start electric engine-starting system used on the LST monster truck is now standard on the Sport II-no more pull-start. The engine features ABC construction for long piston and sleeve life, a dual-needle rotary carb for precise engine tuning and a big, 8-fin cylinder head to keep the engine running cool. A 2-shoe clutch is attached to a lightweight flywheel, and an 18-tooth steel clutch bell spins the 51-tooth spur gear.

BODY, WHEELS AND TIRES. The Sport II includes a new Fury NT body that arrives painted and trimmed. The new graphics look awesome, and the body is molded of extra-durable thick polycarbonate. The chrome dish wheels are also new. Their mirror-like finish looks great, and they complement the paint scheme nicely. The tires arrive bonded to the wheels. The 4-row ribbed fronts and step-pin rears give the truck the hook-up that it needs.



The chrome dish wheels look sweet, and they give the truck added bling. The included tires hook up well on a variety of surfaces.

ERSIER ENGINE

EASIER ENGINE STARTING

To make starting the engine easier, cut an opening in the side of the body to allow starter-shaft access. You'll have a free hand to hold the glow-plug igniter because you won't have to lift the body to start the engine.

LIKES

-) Spin-Start system.
- Excellent radio system with metal gear, high-torque steering servo.
- Great performance right out of the box.
- > Fast, reliable engine.

DISLIKES

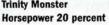
) Body must be cut to allow starter-shaft access.

YOU'LL NEED

12 AA cells 7.2V stick pack **Battery charger**

Trinity GP2300 **Trinity Time Warp 1900 Novak Ionic Trinity Monster**

WE USEd





PERFORMANCE

The Sport II is based on the national champion Triple-XNT truck, so I thought it would be appropriate to test it at the track. There's no better way to test a vehicle's performance than to compete with it, so I signed up for the gas truck class and mounted a transponder on the body. Hot Rod Hobbies in Saugus, CA, is home to some fast racers—even in the sportsman classes—so I had my work cut out for me.

I took the time to break the engine in properly on the day before, so it was ready to rock when I arrived at the track. As usual, I showed up late and didn't have time to run the truck, so the first qualifier turned out to be my practice round. After I had pushed the button on the Spin-Start wand and blocked the exhaust tip to prime the engine, fuel rushed into the carb, and the .15 mill fired up and immediately went into a steady idle as if it had been warmed up for minutes. Thank goodness; the announcer had already sent a few trucks on their way, and the first qualifier had started.

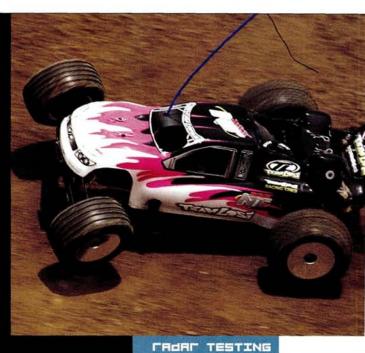
The Sport II popped a wheelie and flipped onto its lid when I mashed the throttle. Talk about snap! Needless to say, my first lap was the slowest, but after a few more laps, I felt comfortable with the truck's handling, but there was no way to get all the power to the ground without looping out completely. Despite the less-than-perfect traction, I was able to get the truck around the track without too much difficulty, and it held together despite my many bobbles.

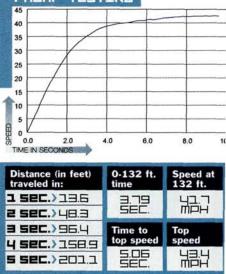
The stock tires worked well, but I wanted more traction, so I bolted on a fresh set of racing rubber. With the proper tires, the truck felt like a dialed racing machine, and I was able to use the horsepower on tap. I was amazed by how well this RTR truck handled. The

abundance of lowspeed steering allowed me to carve through the infield with precision, and all it took was a slight tap on the brakes to get the truck to turn in hard at speed. Speaking of brakes, the Sport II's disc-brake system provides smooth, controlled braking without a hint of fading. The truck had plenty of scoot to clear the double and triple jumps, but its slight nose-up attitude had me grab-

bing for the brakes to bring the nose down in preparation for the landings. Letting off the throttle as soon as the truck hit the lip of the jump launched it into level flight.

The 15-minute Main came next, and I was confident that the Sport II would hold up well. Unfortunately, it got tangled up at the first corner, and by the time it had been marshalled, I was trailing the entire field. I kept my composure and started to work my way back up through the field as trucks crashed all around mine. After a few laps, I was in sixth place; then, after leaving pit lane with a full tank of fuel, I battled for fourth. I was amazed by how fantastically well the Sport II handled the track and the competition. After 15 minutes of hard driving, it rolled past the finish line in third place. Impressive for any truck—especially an RTR!





OFIND IT

>>> Go to page 226 for manufacturers' contact information

THE VERDICT

The Team Losi Triple-XNT Sport II is engineered to bring race truck performance to first-time racers. The Mach 15 rear-exhaust engine puts out just as much power as most .12 racing mills, and the metal-gear steering servo and computer radio system allow precision driving. The truck has the same suspension as the

national champ Adam Drake truck, which means it's a great tool for honing your tuning skills. Add the truck's impressive list of standard features and the convenience of the Spin-Start engine-starting system, and you end up with what I consider to be an excellent RTR value.

PATINGS

Instructions 0000000000 ID Excellent getting-started directions and a complete building manual.

Parts fit & finish •••••••• = Excellent assembly; everything works as it should.

On-power steering 000000000 7.5 Slight on-power push is easily remedied by tapping the brakes to shift the weight forward.

Braking 00000000 III Excellent disc-brake system provides predictable performance without a hint of fading or pulsing.

Bump handling ••••••• Great suspension provides excellent control in the rough stuff.

Jumping •••••• B.5 Jumps very well, but the chassis bottoms out easily.

Best buyer>>>> First-time racers and backyard bashers who want a dual-purpose vehicle.



Big-buggy excitement on a smaller scale with a smaller price

WE'VE SEEN 1/10 SCALE, 4WD nitro buggies before, but Academy's Velox-based off-roader is the cleanest to date. The Velox XB uses the proven shaft-drive system of the RT-4 truck, but its chassis and suspension are unique to the XB and designed as buggy components (just in case you figured the XB was merely a wheels-and-body makeover). The XB looks track-ready with its low stance and race-tread tires, and Academy supplies a home-grown .15 engine and Futaba radio gear as part of the RTR package. Well, mostly RTR; you have to trim and decal the body. I'm reaching for the body scissors now....





MRC/Academy (Control of the control of the control



KIT FEATURES

CHASSIS. Did you guess "aluminum plate?" Right you are; 2.5mm of the stuff, in this case. The flip side reveals countersunk slots for the engine screws and a flywheel access hole, should you wish to install a bump-start powerplant. Notably absent are radiused edges and stamped-in kick-up; the chassis is as flat as an ironing board. The front arm mounts do provide the required arm kick-up, but flat chassis tend to dig into the ground on landings and jump approaches; testing will reveal if this is an issue for the XB. The lack of radiused edges as a stiffening device is less of a concern, as the chassis is well supported by a molded truss and braces that link the gearboxes and center gear assembly. Based on the traditional grab-the-shocktowers-and-twist test, it's plenty stiff. Nearly all nitro vehicles now use some type of enclosure to hold the receiver and its battery, but the XB's box is particularly well executed, with individual hatches, ample steering-servo coverage and a neatly integrated switch mount.

DRIVETRAIN. Academy adjusts the length of the center driveshafts to suit touring-car, buggy and truck applications, but otherwise the XB uses the same full-time, shaft-driven 4WD system as the RT-4 truck and Velox tourer. The layout is pure 1/8 buggy, with steel ring and pinion gears at each end of the car spinning 4-gear, grease-filled differentials and sealed ball bearings all around. There's no center diff, however; the plastic spur gear is mounted solidly to its shaft, which also holds the XB's steelcaliper/plastic-rotor disc-brake system. All pretty standard nitro stuff, but the XB gets interesting with its driveshaft design. Both ends of the car are equipped with dogbones, but the outboard ends are capped with plastic "helmets" (for lack of a better word) that slip into the molded-plastic stub axles to permit CV-like joint action without worry of the drive pins sliding beyond the slots in the stub axles (see the photo below). A steel collar prevents the axle from spreading, and a Nyloc nut pressed into the axle lets you mount the wheels with screws instead of nuts. I'd still prefer true universals, but Academy deserves credit for going beyond basic 'bones.

suspension and steering. Lower H-arms and threaded-rod camber links squeeze the XB's plastic-body shocks, which are anchored by plastic shock towers that offer three shock-position options (and the arms have three front and two rear positions, in case you wondered). The shocks' aluminum cap-collars prevent blowouts, and spacers set preload. The dual O-ring seals are held in by wire clips and covered by wiper boots. And the shocks' action is smooth, mechanically speaking. I make that

INCLUDED ELECTRONICS & ACCESSORIES

FUTABA 2PH AM TRANS-MITTER AND RECEIVER

There are inexpensive AM radios, and then there are good inexpensive AM radios. The 2PH is one of the latter. It feels high quality with smooth trigger and

FUTABA S3003 SERVOS

Futaba claims 56.8 oz.-in. from this plastic-gear "standard" servo, which seems a bit optimistic, but nonetheless the servos steered and stopped the XB capably



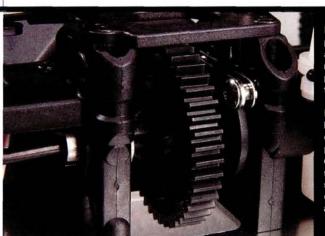
wheel action, and its range is excellent. It scores low on adjustability (servo-reversing and trims only, no dual rate), but staying in control is what counts most here.

4-CELL GLOW-STARTER

Many RTRs include cheesy glow starters, but the XB's is a keeper. It uses a cam-type lock for a strong glow-plug-grab, and it holds four AA batteries in parallel for long life.

qualification because my test kit's shocks had more air in the oil than could be emulsified by pumping the shafts, which gave them a "dead spot." It's nothing that will affect the car's fun factor, but if you're a picky builder (like me), it will bug you.

The XB's steering system is classic RC tech: a pair of bell-cranks with a molded drag bar and an adjustable, cam-type servo-saver. And as with most nitro buggies of any scale that use this design, the adjustment collar is impossible to turn after the steering assembly is installed. Again, no fun points lost but for us picky types ...



Left: the wide plastic spur gear and plastic brake rotor wore surprisingly well in testing.

Right: the dogbone setup is clever. The plastic-capped end fits into a sleeved plastic stub axle for chatter-free action.



SPECIFICATIONS

MANUFACTURER Academy MODEL Velox XB DISTRIBUTED BY Model Rectifier Corporation (MRC) SCALE 1/10 PRICE \$300 Varies with dealer

DIMENSIONS

Wheelbase 10.7 in. (273mm) Width 9.6/9.8 in. (245/249mm)

WEIGHT

Total, as tested 60.8 oz. (1,724g)

CHASSIS

Type 2.5mm aluminum plate with molded braces

DRIVETRAIN

Type Full-time shaft-driven 4WD Primary ratio 13T aluminum pinion/43T plastic spur gear Transmission ratio 3.5:1 Final drive ratio 11.5:1 Drive shafts (F/R) Capped dogbones Differentials 4-gear bevel-type

with steel ring gear Bearing type Rubber-sealed

ball bearings

SUSPENSION

Type (F/R) Lower H-arm with threaded camber link Shocks Plastic-body, dual O-ring seals, bladder-equipped

WHEELS

Type Academy dish, 2.2 in.

Type Grand Prix Fusion

ENGINE AND ACCESSORIES

Engine Academy .15 pull-start Clutch 2-shoe with waist spring Manifold Cast-aluminum, non-tubular

Pipe 3-piece composite plastic, tuned-type

Fuel tank 75cc primerless, unfiltered

ELECTRONICS

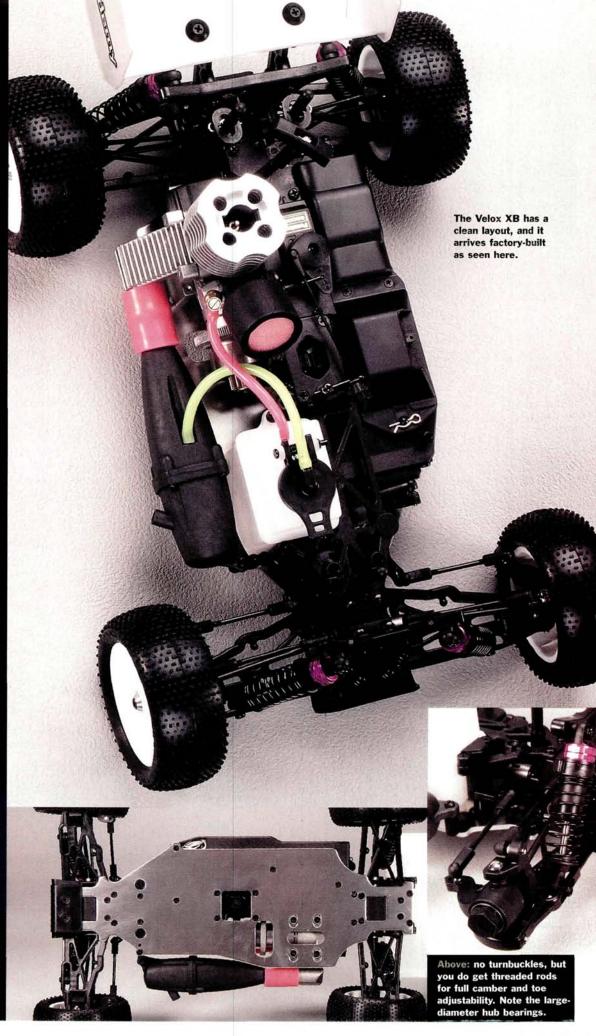
Transmitter/receiver Futaba 2PH Steering and throttle servos Futaba S3003 Receiver pack Not included

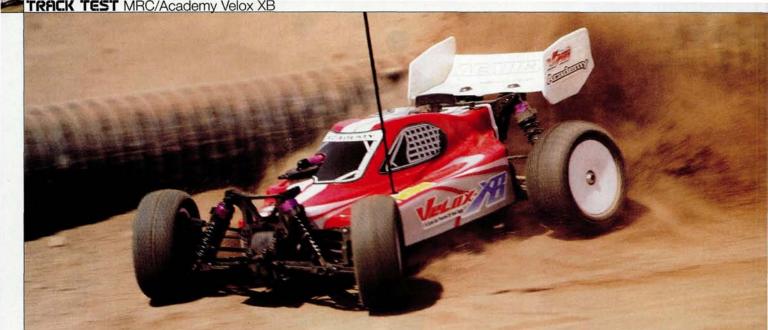
FACTORY OPTIONS

- Universal-joint axles—item no. (F/R) VXB-T001/VXB-T002
- Carbon brake rotor-KC-956
- Aluminum arm mounts-(F/R) RG-T028/RG-T029
- Teflon clutch shoes—RG-T032

*Partial list: additional options available

Right: the chassis is completely flat from bumper to bumper (if it had a rear bumper). The chassis is stiff enough without radiused sides, but a little kick-up would be nice.





ENGINE AND ACCESSORIES. Academy didn't bother with a name for the XB's .15 engine, but the pull-start powerplant isn't missing any other critical features. It's a 3-port mill with a machined crank and a chrome-plated sleeve on the inside, and an 8-fin heat-sink head and plastic-body, 2-needle slide carb on the outside. The engine's flywheel is a hefty casting for reliability, and a 2-shoe clutch grabs the aluminum clutch bell. The exhaust system is a tuned-style setup with a three-piece composite-plastic pipe. There are highs and lows in the details. The engine's heat-sink head has some machined surfaces, but the part is actually cast, not hewn from billet (no biggie). The manifold is more of

a clinker. It's functional all right, but the square-edged casting won't flow exhaust as well as a tubular manifold. I still think the engine will make plenty of power, but I don't like knowing there could be even more available that I'm not getting.

BODY, WHEELS AND TIRES. We're deep into the prepainted/trimmed/decaled era of RTR RC, but Academy is holding out with an undecaled, untrimmed body for the XB (but it does have good-looking factory graphics, and the rear wing is molded in white, so at least you won't have to paint). Squeezing nitro hardware under a ½10 buggy body and maintaining some-

thing resembling decent styling is tricky, but Academy pulled it off well. The fuel tank pokes out of the windshield, but it's not tragic, and the buggy looks good overall. At least I think so.

The XB's rubber is shared with Academy's electric SB Sport line. The Grand Prix Fusion treads have foam inserts and a fine tread pattern that's Pro-Line Holeshot-ish, and the compound feels "medium"; they should balance wear and traction well (but pavement running will wipe them out quickly).

Academy's XT .15 engine looks basic, but it rips! The XB was fast on the track and topped out at 32mph for the radar.

TUNING

CAMBER CORRECTION

From the factory, the XB has almost 3 degrees of rear camber. Dial it out to 1 or 2 degrees if you need more forward

BRUISELESS BALL CUPS

Since the XB doesn't have turnbuckles, you'll have to pop off the ball cups to set camber and toe. The cups have flats on them, so you can grab them with a wrench to twist them off the ball studs instead of using pliers (which would hack up the ball cups).

INSTALL A FUEL FILTER!

The XB's tank doesn't have an internal filter, and the exposed tank gets covered in crud that can't help but get into the tank when you fill up. I like DuBro's inline filter, which comes in colors. That's important.

LOOSER LINKAGE

The brake adjustment knob is so tight that it holds the linkage and threads it out of the ball cup when you turn it. To fix this, hold the linkage with pliers so you can remove the knob, then grease the threads of the linkage and reinstall the knob.



LIKES

- > Easy-starting, reliable .15 engine.
- > Good-looking factory graphics.
- > Big-buggy handling in a smaller package.

DISLIKES

- > Body isn't trimmed for you.
-) Camber and toe adjustments require disassembly.
- Clunky manifold and that neon fuel tubing ... blech.



TRACK TEST MRC/Academy Velox XB

PERFORMANCE

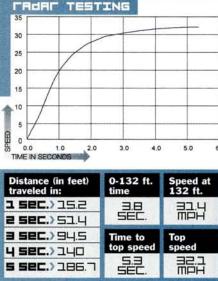
For the first round of testing and action photography, I took the Velox XB to Wolcott Hobbies and Raceway in Wolcott, CT. I have to admit, I was a bad boy and rushed through break-in. When photog Deron Neblett proclaimed he had all the shots he needed as the Velox finished off its third tank of fuel, I said, "That's enough break-in!" and started ripping around the track. The new layout was super-technical and geared for ½-scale buggies (translation: big jumps). The little XB had no trouble jumping anything with a mild approach, but the steeper jumps were a problem—especially the big tabletop-totriple. Clearing the set required speed, which the Velox had, but that speed also caused the suspension to compress deeply as it climbed the jump face. Remember, the chassis has no stamped-in kick-up, so the front bumper hangs low. About halfway up the jump, the bumper would dig in and tear out a divot of dirt as it knocked a few mph off the buggy's approach speed. That led to a short landing, and the Velox usually pile-drived itself into the face of the first triple. I decided to try raising the front ride height to compensate—after one last jump. That was a mistake, as I botched the launch and cartwheeled the buggy into the triple. When it finally came to rest, the steering was jammed full-right because the drive axle had popped out of its cup. Unfortunately, its tiny plastic "helmet" was ejected in the process, so I was done for the day.

Round two, Xtreme RC in New Milford, CT. I met up with new owner Jason Brolet, and gave him the first run. The slippery, dusty track is tough to tame with a 2WD buggy, but with full-time 4WD, the loose conditions only added to the fun. In each corner, I watched Jason get on the power and countersteer, rally-style, as the Velox kicked its rear end out. As the tires hooked up, Jay straightened the wheels and squared up



for the double-double. The action stalled on the third lap, when the steering locked again, with another 'bone pop-out. Jason spotted the real problem: the arm was cracked, and that allowed enough flex for the dogbone to pop out. I replaced the arm, and the Velox hasn't lost a dogbone since (or broken any more arms).

Radar testing was saved for last. In the wideopen spaces of a parking lot, its top speed of 32mph seems slow compared with dedicated on-road cars or big-block buggies and trucks. but you'll never wish the Velox were faster on a racetrack. And, more important, the engine is very easy to start, tune and keep running. Playing with the Velox was like running an electric buggy-albeit with more power and noise. Radar testing is also a great test of braking power, since every run ends with a hard stop. The Velox's plastic brake held up fine in the dirt, where grip is low, but I thought running on highgrip pavement would chew up the rotor. It actually survived with plenty of life left in it; the buggy's light weight is certainly a factor, and Academy just got the material right, I guess.



OFING IT

)>) Go to page 226 for manufacturers' contact information

THE VERDICT

I've driven all the previous $\frac{1}{10}$ nitro buggies, and I think Academy's XB is the best of the bunch. It combines $\frac{1}{8}$ -scale-like 4WD buggy handling in a size that's much more affordable to buy, more economical to run and easier to live with. As much as I like big buggies, they are noisy, messy beasts that require a lot of

greasy-fingernails time for every minute of fun on the track. The Velox XB is much more electric-like with its gas-and-go reliability and quieter, more neighbor-friendly engine, but it still delivers big-buggy excitement. The size and price tag are smaller, but the fun isn't.

PRTINGS

Instructions ••••••••

Full assembly steps and clear illustrations, with sparse text and some goofy translations.

Included electronics ••••••••

Two points off for no dual-rate, but Futaba quality and reliability are pluses.

Parts fit & finish

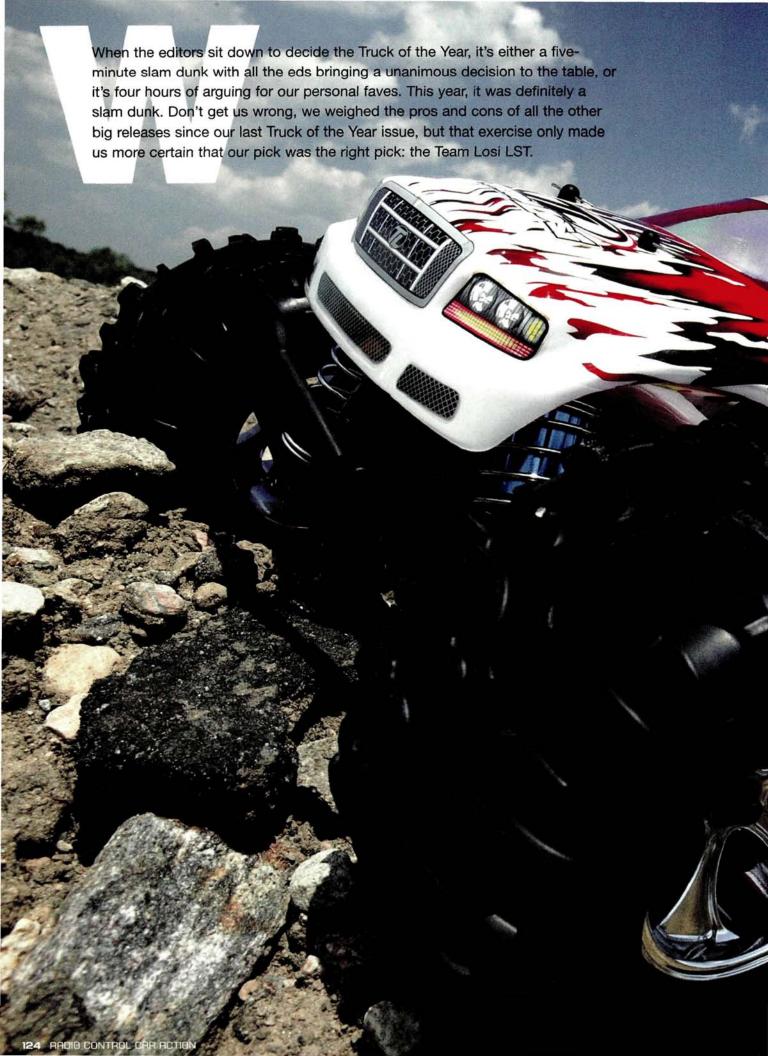
On-power steering

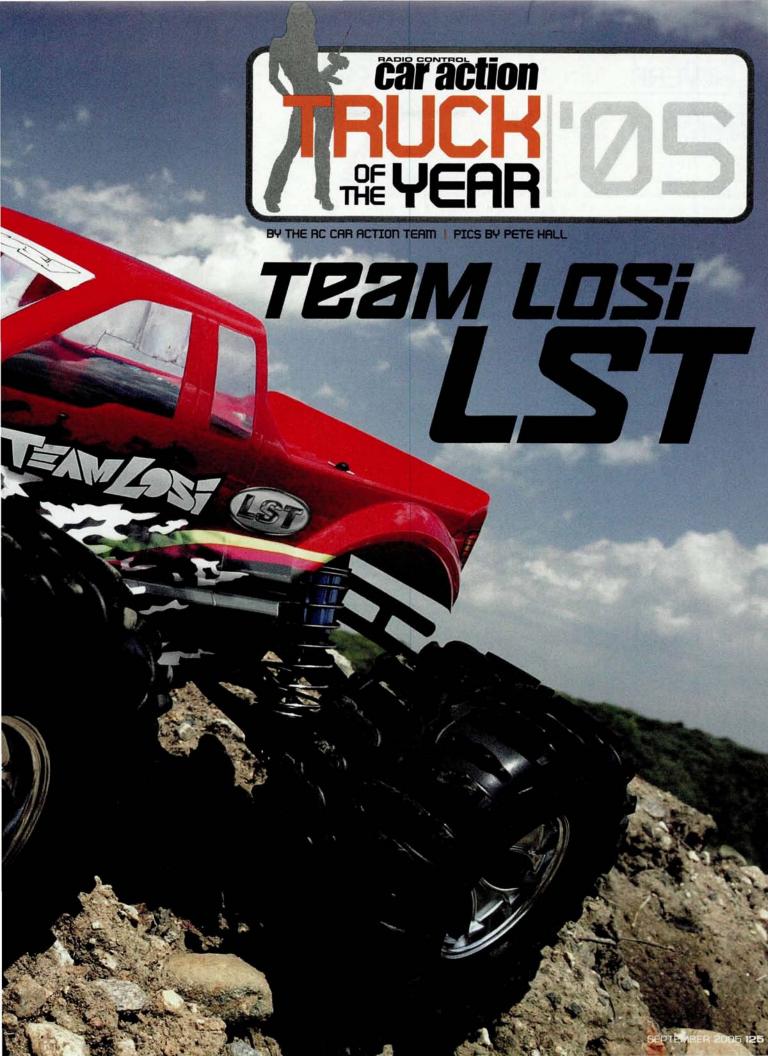
Braking •••••••

Very good, not too grabby, and the plastic rotor seems long-lasting.

Bump handling

Best buyer>>> All nitro off-road drivers.







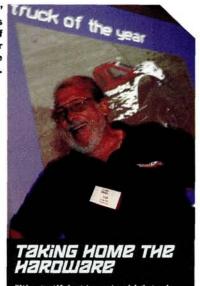
WHY IT WON

INNOVATION

The Losi guys are known for performance innovation, and the LST isn't just another monster truck. Its biggest visual standout are the truck's four massive shocks. In an 8-shock world, the LST's setup is totally unique and totally functional. The supersize shocks squash bumps like nothing else with the plushest action this side of a Barcolounger.

From the visible, we move to the hidden. One of the LST's best and most innovative features is its high/low transmission. Monster-truck designers are faced with a big design dilemma: do you gear low to give the truck the torque it needs to climb obstacles and accelerate well, or do you gear high to win the "Who's fastest" war? The LST satisfies both demands with the twist of a knob.





"It's gratifying to put a high-tech product with high-quality components into a box and know that the consumers appreciate its performance and value. I'd like to thank our engineering and product development staff for showing the same dedication to engineering, testing and passion for RTR models such as the LST as they do for all of our racing products."

—Gil Losi Sr.



The LST skimps on nothing. The tranny gears are all metal, and a reverse system and 2-speed are standard (and it's a superior clutch-type shifter, not a pawl-type). The slipper clutch is a slick 3-pad unit, the differentials are sealed, the dual-disc brake is the most powerful in monster truckdom, and rubber-sealed bearings are standard. The engine is a .26 with shaft starting, and it's fitted with a tubular header and tuned pipe. And then there's the radio gear: it's not just an FM system, it's a frequency-sythesizing FM system—the standard-bearing JR Racing XS3. Along with the top-flight transmitter and receiver, the LST is equipped with dual Z590M steering servos (total torque—160 oz.-in.). This truck is loaded.

mi >



PERFORMANCE

Innovation is nothing if the truck doesn't work. To say the least, the LST works. It can reach 40mph in "high," but it can also pick through a rock bed with precision in "low." There's enough grunt to wheelie off the line and enough braking power to stand the LST on its nose. The suspension is super-supple and flattens out rough terrain like a steamroller, and the LST can hustle around a track surprisingly fast-even faster if you swap the tires and lower the ride height. It's a do-all design that can be as bash-worthy or race-ready as you like.





differentials

SEPTEMBER 2005 127

America's IFMAR 2WD & 4WD World Championship Contenders

words & pics by Jason Sams

GUNS







The 2WD and 4WD IFMAR Off-Road World Champions in Collegno, Italy, are just weeks away. Pro drivers from all over the world have been testing relentlessly for the coveted Worlds. Contingency money and "world's best" bragging rights are at stake, so anticipation runs high. Who will race? Who will win? It ain't over till it's over, but until then, we have the hottest American drivers and assess their odds of winning. Get to know them; chances are, the next 2WD and 4WD IFMAR Off-Road World Champions are on these pages.



Joe Pillars

Unlimited.

VEHICLES: Team Associated B4, Durango.

POWER: Peak motors and batteries.

ADDITIONAL SPONSORS: Pro-Line, LRP, MIP, Darkside Designs, Vinyl Graphics

RACE CRED: 2nd in 2WD in Jimmy Babcock Series; SoCal

SECRET WEAPON: Power. Joe knows about motors because he works for Peak Racing. He made the 2WD Main at the Worlds two years ago in Florida, so he knows what it takes.

2WD ODDS: 20:1. He made the Main two years ago, but he isn't a podium regular at national races.

4WD ODDS: 20:1. He's more of a 2WD and gas truck guy, but he could surprise some people. PILLARS SAYS: I have been running a lot and at different

tracks. I am prepared for different tracks and surfaces. The Jimmy Babcock Series helped me.

Billy Easton

VEHICLES: Team Losi BK2, Team Losi Triple-X4 GE. POWER: Trinity motors and batteries.

ADDITIONAL SPONSORS:

Novak, Lunsford, Futaba, Frank's Bodies.com.

RACE CRED: current 2WD world champ.

SECRET WEAPON: Been there, done that. He is the current 2WD champ, he's fast with everything he drives; and he is obviously super-confident (read his comments!).

2WD ODDS: 4:1. Billy is the current 2WD champ and will be in the mix for sure, but is he on pace with Cavalieri?

4WD ODDS: 7:1. Easton has had better results in 2WD, and it will probably be the same at this year's Worlds.

EASTON SAYS: I'm pretty confident I will get it done. I'm not jiving you. I'm gonna take care of some business. I believe in my abilities. "Daddy Day Care" is coming to the Worlds, and I am going to take care of those kids.





Travis Amezcua

VEHICLES: Team Losi BK2, Team Losi Triple-X4 GE.

POWER: Trinity motors and batteries.

ADDITIONAL SPONSORS: Team Losi, Trinity, LRP, Airtronics, Lunsford, MIP, Skip Gear

RACE CRED: 4th place in 2WD and 4WD at the 2002 Worlds, A-main regular.

SECRET WEAPON: Ability to drive strapped and not care. If he stays consistent, he'll be at the top. He doesn't seem to be as nervy as other drivers, so he will definitely be in the mix.

2WD ODDS: 7:1. He will be in the Main and will probably have the event's fastest single laps. If he is consistent, he'll have a good chance of a podium finish.

4WD ODDS: 10:1. His strapped, on-the-edge driving style isn't parts-friendly. He'll most likely make the Main, but he needs to keep the car together during qualifying to get there.

AMEZCUA SAYS: "Travis has been working extremely hard all year long and dominating a lot of races during all of his travels. He has been in it to win it at every race he goes to. We feel Travis has the confidence and determination to pull out a win in 2wd and 4wd. Nothing shakes this guy. We can not wait to get to Italy and race with the Worlds best drivers in offroad", Todd Hodge

Rick Hohwart

VEHICLES: Team Associated B4, JConcepts BJ4.

POWER: Peak motors and batteries.

ADDITIONAL SPONSORS:

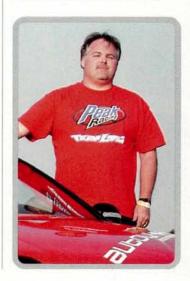
Airtronics, Hara Racing Products, Darkside Designs. RACE CRED: finalist in 2WD at 2003 Worlds

SECRET WEAPON: European racing experience.

2WD ODDS: 20:1. He doesn't race much, and his gas racing and on-road appearances won't be a big help.

4WD ODDS: 20:1. It will be a surprise if he's in the Main, but he often surprises the younger, more prepared drivers because he is still fast and consistent.

HOHWART SAYS: My driving suits the flatter tracks like the ones in Europe. I'm pretty confident of a top-five finish.



"Instead of me just going to the track, I now go with an engineer."

Matt Francis

VEHICLES: Team Losi BK2, Team Losi Triple-X4 GE. POWER: Team Trinity motors and batteries.

ADDITIONAL SPONSORS: LRP, Airtronics, Lunsford, Vinyl Graphics Unlimited, RC Scoring Pro.

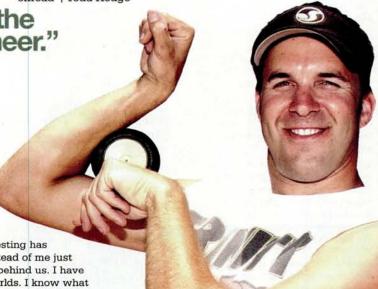
RACE CRED: 2nd in 2WD and A-Main 4WD at Team Losi Champs; former two-time 2WD world champ.

SECRET WEAPON: Been there, done that. Matt is a two-time 2WD world champ, and he could make this his going-out party.

2WD ODDS: 6:1. Two-time world champ, but can he match the pace of the kids today? He will definitely be in the Main!

4WD ODDS: 8:1. He'll be in the Main, and if he is on, he could sneak out a victory in 4WD and surprise everyone.

FRANCIS SAYS: We've reorganized the way we do testing. All of our testing has been with the entire team, and this should help our overall results. Instead of me just going to the track, I now go with an engineer. Gil Losi Jr. is the brains behind us. I have definitely done a lot of preparation—much more so than for the last Worlds. I know what it takes to win. It's matter of execution, for me. I hope the time I have invested in this pays off. The competition is getting better and better.



Greg Hodapp

VEHICLES: Team Losi BK2, X5 4WD

POWER: Peak motors and batteries

ADDITIONAL SPONSORS:

XRAY, Airtronics, X5, Lunsford, MIP, Novak, Spintec, PRS.

RACE CRED: a top veteran who's known for his on-road abilities.

SECRET WEAPON: Experience. He has already raced at the Worlds.

2WD ODDS: 15:1. Hodapp will be fast, but consistency will be the key.

4WD ODDS: 10:1. He has always done well in 4WD, and he probably cares more about the class, too. To him, it's a touring car that jumps.

HODAPP SAYS: I'll be in the mix and should do well in 4WD. I plan to make both Mains.



Kurt "Coach" Wenger

VEHICLES: Team Associated B4, JConcepts BJ4.

POWER: Reedy motors and batteries.

ADDITIONAL SPONSORS: LRP, Pro-Line, Airtronics, JConcepts, MIP, Darkside Designs.

RACE CRED: 13th at Cactus Classic in 2WD.

SECRET WEAPON: Brains, Kurt is one of the guys behind the B4's design, and he knows setup.

2WD ODDS: 20:1. Kurt is more of a gas racer and would have to be on fire to make the Main. 4WD ODDS: 20:1.

WENGER SAYS: We have a lot of experience with the cars on the Worlds track because we have tested with Neil Cragg. We have the most talented drivers, and we can work together as a team. We can make our cars fast and will have some tricks up our sleeves. I'll speak for the Team: we are not going there to come back with a second-place trophy!



Brian Kinwald

VEHICLES: Team Losi BK2, Team Losi Triple-X4 GE.

POWER: Trinity motors and batteries.

ADDITIONAL SPONSORS: Team Losi, Trinity, Novak, Airtronics, Vinyl Graphics Unlimited.

RACE CRED: 2nd in 4WD and 2nd in 2WD at 2003 Worlds; A-main finalist in Cactus Classic.

SECRET WEAPONS: Setup and skills. Everyone wants to know what Kinwald is up to. His setup tricks are legendary. His cars will be dialed and, of course, he can drive.

2WD ODDS: 5:1. "The Dirtinator" is still a consistent podium guy. He has tons of experience and should be on one of the podiums if not both.

4WD ODDS: 3:1. He almost won in 2003 but was 2nd to Cavalieri, and he will certainly be fast in 4WD.

KINWALD SAYS: You can never count Brian out. Even though he has not been doing much offroad lately he has been practicing a lot. At every Worlds since 1993 Kinwald has been the man to beat and he is always in the mix to bring home the win. At the 2003 Worlds he was 2nd in both 2wd and 4wd and he is hungry to win both in 2005. Kinwald will be ready and determined to show the World how fast he still is", Todd Hodge.

Scott Brown

VEHICLES: Team Associated B4, JConcepts BJ4.

POWER: Reedy motors and batteries.

ADDITIONAL SPONSORS: LRP, JConcepts, Pro-Line, JR, MIP, Tacoma RC Raceway.

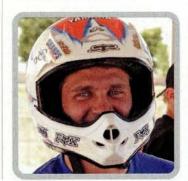
RACE CRED: A-main Cactus Classic; won 2WD at Cactus Classic in '04; took 2nd At April Fools' Race; 3rd in 2WD at Rumble in Rockies

SECRET WEAPONS: Experience and consistency.

2WD ODDS: 15:1. Scott will likely be an A-mainer, but making the podium will be tough for him.

4WD ODDS: 20:1. His chances are better in 2WD, but a top 20 finish and/or an A-main appearance are possible.

BROWN SAYS: I want to do the best I can, and I expect to make the Mains. I am going to take it one step at a time. I gotta make sure I have fun, too!





Jeremy Kortz

VEHICLES: Kyosho prototypes.

POWER: CheckPoint motors and batteries.

ADDITIONAL SPONSORS:

Pro-Motion, Fioroni, Werks, Pro-Line, Airtronics, Korn Designs.

RACE CRED: A-main regular in 1/8 scale; seldom races electric.

SECRET WEAPON: Straight-up skill. Kortz may be the most naturally talented RC racer.

2WD ODDS: 12:1. Kortz likes to prove people wrong, but he'll be running prototype cars, and he doesn't race electric much.

4WD ODDS: 15:1. It's a crapshoot.

KORTZ SAYS: I don't even know what to say because it's electric racing. It's only 5 freaking minutes long. What are gear ratios? It doesn't matter; we'll be there; we'll see what happens. I'm dayto-day, check-to-check, so I have to go and see what happens.

"We are not going there to come back with a second-place trophy!"



Brent Thielke

VEHICLES: Team Associated B4, JConcepts BJ4.

POWER: Reedy motors and batteries.

ADDITIONAL SPONSORS: LRP, JConcepts, Pro-Line, Airtronics, Darkside Designs, Vinyl Graphics Unlimited.

RACE CRED: Truck Main at Cactus Classis; made 2WD and Truck at Team Losi Champs.

SECRET WEAPON: No pressure.

Brent isn't expected to focus on the team or his driving, so he can just go out and drive.

2WD ODDS: 100:1. Brent will be too focused on managing the A-team.

4WD ODDS: 100:1.

THIELKE SAYS: Leading up to the event, we'll be testing as a team, and the races leading to the Worlds will prepare us for the Worlds. The races will alleviate some of the pressure. I think we have the hungriest drivers, and they're focused on winning!

Mark Pavidis

VEHICLES: Kyosho prototypes. POWER: Peak motors and batteries.

ADDITIONAL SPONSORS:

Kyosho, Peak Performance, Pro-Line, LRP, Futaba, TD paints, Max Speed Designs

RACE CRED: 3rd in 2WD at 2003 Worlds.

SECRET WEAPON: Experience and adaptability. Mark may be more of a nitro guy now, but he can drive and win with anything. 2WD ODDS: 12:1. He runs prototype cars and has been busy racing ½-scale off-road. Don't be surprised if he podiums.

4WD ODDS: 15:1. Same story: the Worlds is not the place to test prototypes.

PAVIDIS SAYS: It's probably going to be one of the hardest Worlds in a long time because of the competition and because I'm helping Kyosho develop new products. I just hope I get mine before the race starts—unlike the warm-up ...



Ryan Maifield

VEHICLES: Team Associated B4, JConcepts BJ4.

POWER: Reedy motors and batteries.

ADDITIONAL SPONSORS: LRP, J Concepts, Pro-Line, Airtronics.

RACE CRED: 4WD winner Cactus Classic; 4th 2WD Modified, 3rd in 2WD in Columbus.

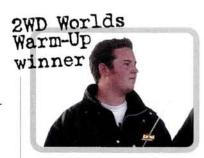
SECRET WEAPON: Skill. Maifield has been practicing a ton and races whenever possible.

2WD ODDS: 5:1. Ryan is more of a gas racer and will have to be on fire to make the Main.

4WD odds: 5:1.

MAIFIELD SAYS: I'll be prepared to the best of my ability, and I have Coach and Brent Thielke behind me, so I know I'll do well.





Ryan Cavalieri

VEHICLES: Team Associated B4, JConcepts BJ4.

POWER: Trinity motors and batteries.

ADDITIONAL SPONSORS:

Airtronics, LRP, MIP, Lunsford, Vinyl Graphics Unlimited, Darkside Designs, Pro-Line. RACE CRED: won all electric class-

RACE CRED: won all electric classes at the Losi Race; current 4WD world champ; podium regular.

SECRET WEAPON: The dad factor. His dad wrenches on his stuff, so it's always ready and dialed. This is huge, as many other drivers have to worry about wrenching, setup and driving. Cavalieri can just focus on his lines.

2WD ODDS: 2:1. He hasn't missed a Main or a podium in forever. He is, without a doubt, the most dominant electric racer.

4WD ODDS: 2:1. He is the reigning 4WD world champ, and it has been said that ice runs through his veins.

CAVALIERI SAYS: I think I will do better in 2WD because I think I will be running a better car. I should have a good setup going into Worlds. I have been getting a good feel for the car, and it's dialed.

Mike Truhe

VEHICLES: Team Losi BK2, Team Losi Triple-X4 GE. POWER: Trinity motors and batteries.

ADDITIONAL SPONSORS:

Novak, Airtronics, Lunsford, Vinyl Graphics Unlimited, Darkside Designs, PacificCoastHobbies.com.

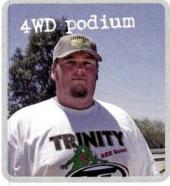
RACE CRED: 3rd at 2003 Worlds; A-main regular.

SECRET WEAPON: Padawan under Jedi Master Kinwald. He has learned from the best, and his speed is top-five-worthy in national event after national event.

2WD ODDS: 5:1. He's Kinwald's boy, an electric off-road specialist and, at times, brilliant.

4WD ODDS: 3:1. It will be a shock if he doesn't podium, and a win is certainly possible.

TRUHE SAYS: Winning the Worlds would be my biggest accomplishment. The Worlds is also important for all my sponsors. They have worked really hard and have a lot to do with where I am today.





Billy Fischer

VEHICLES: Team Losi BK2, Team Losi Triple-X4 GE.

POWER: Team Orion batteries and motors.

ADDITIONAL SPONSORS:

JR Racing.

RACE CRED: A-main finalist in 2WD and 4WD at Cactus Classic.

SECRET WEAPON: Practice.

Fischer has been a practicing fool. His game is the best it has ever been, and there's no pressure on him to win, so he can just drive!

2WD ODDS: 10:1. He made both Mains at the Cactus Classic, but the competition at the Worlds is hella tougher. Losi captain, Todd Hodge, has confidence in Fish and says, "Fischer will be good in Italy; he'll surprise some people."

4WD ODDS: 15:1. He is fast on the national level and could possibly make one of the Mains.

FISCHER SAYS: This is the most prepared I have ever been; we'll see how far it gets me.



Adam Drake

VEHICLES: Team Losi BK2, Team Losi Triple-X4 GE.

POWER: Trinity motors and batteries.

ADDITIONAL SPONSORS: Airtronics, Lunsford, MIP, Novak, Skip

Gear, Pacific Coast Hobbies, A-Main Bodies, The Dirt, Vinyl Graphics Unlimited,

Tempgun.com.

RACE CRED; TO'd ROAR Nats in 4WD in 2004; A-Main finalist in 2WD in 2002 in South Africa; won Endless Summer Classic in 2004.

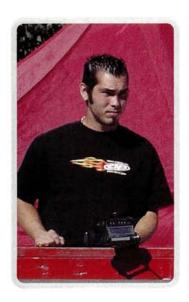
SECRET WEAPON: Nitro experience. Five minutes will seem like nothing for this gas-racing giant. His cars will be good, and if he is on, he'll probably be in both Mains.

2WD ODDS: 15:1. Adam is more of a gas racer.

4WD ODDS: 10:1. He'll do better in 4WD.

DRAKE SAYS: Coming from a gas background, I know how important preparation is. I know I'll be as well prepared or better prepared than anyone else. Because of my job, I do extensive testing and developing. Our team will be really prepared and will work well as a team. Hopefully, it will all pay off for us.





Lloyd Dassonville

VEHICLES: Team Associated B4, JConcepts BJ4.

POWER: Reedy motors and batteries.

ADDITIONAL SPONSORS: Team Associated, Reedy, LRP, Pro-Line.

RACE CRED: When he races national-caliber events, he is usually in the lower half of the Mains.

SECRET WEAPON: None. He has been fast but is rarely consistent. He probably won't have problems with nerves as most other drivers will, but his preparation is questionable.

2WD ODDS: 20:1. Making the Main would be a huge deal for him.

4WD ODDS: 25:1. Has he been racing much? If he hasn't, it could be a long week for him.

Jimmy Babcock

VEHICLES: Team Losi BK2, Team Losi Double-X4. POWER: Trinity motors and batteries.

ADDITIONAL SPONSORS:

Airtronics, Novak, Lunsford, Jimmy Babcock Racing League, Hot Rod Hobbies, Darkside Designs, Vinyl Graphics Unlimited, Upgrade.

RACE CRED: made the 2003 Worlds in 2WD and 4WD.

SECRET WEAPON: Worlds experience. Babcock has been racing for more than 15 years, and his experience will be useful. At the 2003 Worlds, he proved that he can make both shows.

2WD ODDS: 15:1 If Babcock starts off strong with good first and second qualifiers, he'll finish strong and be in the Main. If doesn't do well early, you'll see him at the clubs first.

4WD ODDS: 25:1. Not likely to make the Main, but you never know.

BABCOCK SAYS: Two years ago, I made both Mains, and I plan on doing the same again this year. Watch out for the old guys! Worst-case scenario: I have fun with my friends in





Jesse Robbers

VEHICLES: Team Losi BK2, Team Losi Triple-X4 GE. POWER: Fantom motors and

SMC batteries.

ADDITIONAL SPONSORS: SMC, Novak, Lunsford, Skip Gear, Planet RC, King Headz, Losi BK2.com.

RACE CRED: ROAR 2WD Champ; qualified 2nd in 2WD at Losi Champs; A-main 4WD Losi Champs.

SECRET WEAPON: Experience. Jesse runs the BK2 a lot. He knows it inside and out and will peak at the Worlds.

2WD ODDS: 20:1. He is more of a gas racer and will need to be on fire to make the Main.

4WD ODDS: 20:1.

ROBBERS SAYS: I have been running 2WD a lot and have been burning through packs. Hopefully, it will all pay off. I should make the Main.

Dave Montgomery

VEHICLES: Team Associated B4, JConcepts BJ4.

POWER: Reedy motors and batteries.

ADDITIONAL SPONSORS: Team Associated, Reedy, LRP, Pro-Line, Airtronics, MIP, Vinyl Graphics Unlimited, Kolors by Kropy, McKain Bodyz.

RACE CRED: 5th in 2WD at 2005 Cactus Classic, 3rd in the Worlds warm-up.

SECRET WEAPON: Speed.

Montgomery is super-fast and consistent. He'll be able to fly under the radar and will certainly sneak up on the other favorites.

2WD ODDS: 8:1. He should be an A-mainer, and a podium is a strong possibility.

4WD ODDS: 10:1. 4WD isn't given as much attention and preparation as 2WD, so this class is a little tougher to predict. When the chips fall, Montgomery should be on the bubble or just in the top 10.

MONTGOMERY SAYS: The car

MONTGOMERY SAYS: The car is really good, so I should do my best. I've been staying with Kurt Wenger; his advice, knowlege and the practice here in SoCal were helpful.



"I think my chances are good, if I don't let my nerves get to me."

Jared Tebo

VEHICLES: Team Associated FT B4, JConcepts BJ 4.

POWER: CheckPoint motors and Reedy batteries.

ADDITIONAL SPONSORS: Futaba, LRP, JConcepts,

MIP, Maxspeed Designs, Smith Optics.

RACE CRED: won 2WD in 2005 Cactus Classic.

SECRET WEAPON: Pops Bruce, for sure. He wrenches on all of Jared's cars, and the two have racked up countless championships—but mostly in gas.

2WD ODDS: 5:1. This has been Jared's best year yet, but his success has been in gas racing, where he has time to reel guys in. He won the Cactus Classic in 2WD and will probably be fast.

4WD ODDS: 15:1. He doesn't race much electric 4WD, so he is at a disadvantage when he races guys who are electric specialists.

TEBO SAYS: I think my chances are good, if I don't let my nerves get to me. I should do well because I have some really great people behind me who give me all the support I need, especially my dad.



RACER NEWS



RHEINHARD AND TAMIYA WIN L.RP TOURING CAR MASTERS

Eppelheim, Germany: since 1998, LRP's annual Masters' race has grown into one of the most important touring car races in the world, and this year's race was dubbed the "unofficial indoor world championship." EFRA rules had the racers running LRP VTEC 24R control tires, 12-turn motors and 4-door sedan bodies on the carpet. Marc Rheinard won all four rounds of qualifying and left Atsushi Hara in second and Finland's Juho Levanen and his TC3 in third. In the first Main, Rheinard got a good start and soon had a big gap on the field after Levanen crashed into Hara as they fought for second. In the second Main, Rheinard got another holeshot, but a big crash broke his car and took him out of the race. In the final Main, Rheinard was closely followed by Hara and Levanen once again, but they made costly mistakes that gave Marc the win. Levanen hung on for second, but Hara fell off the pace, and that opened the door for XRAY's Jilles Groskamp to steal third overall.

SITESEEING>>>

teamLosi.com

If you click over to the Team Losi website, you'll be greeted by a new icon for the Todd Hodge Pit Report (you can't miss it; he's popping out of a hole and giving a Fonzie-esque thumbs-up). The new

addition to teamlosi.com features all the latest JRX-S setup info straight from the team, plus Hodgimoto's speed tricks, race results, desktop wallpaper and FAQ section.



REEDY RACE: FACTORY TEAM TC4 DEBUT WIN, JRX-S TAKES OPEN

Aliso Viejo, CA: Tamiya USA's picture-perfect facility was once again home to the Reedy International Touring Car Race of Champions, and in keeping with the international theme, the winner was a ballistic Brit. Team Associated's Craig Drescher was the Invitational Class champ, and he wheeled a prototype Factory Team TC4 in its competition debut. Jilles Groskamp took second with his XRAY T1FK, and Atsushi Hara wheeled the new Hot Bodies Cyclone in for third. In Open Mod, Team Losi's Josh Numan set the top qualifying time with his JRX-S, and he went on to win with fellow Team Losi JRX-S driver Mike Truhe in tow for second place.

WORLDS WARM-UP

CAVALIERI 2WD. HARA 4WD

Collegno, Italy: Ryan Cavalieri and his Trinity-powered B4 were the winning combo at the Worlds warm-up where Cav took the 2WD trophy after claiming first in all three Mains. He didn't TQ, though; on-road hero Atsushi Hara had that honor with his Orion-powered B4. In 4WD, Hara wheeled a Durango to TQ and win each of the three Mains.

2WD RESULTS

TQ: Atsushi Hara

Winner: Ryan Cavalieri; Associated B4/Trinity

- 2. Masami Hirosaka; Associated B4/Reedy
- 3. Dave Montgomery; Associated B4/Reedy
- 4. Atsushi Hara; Associated B4/Orion
- 5. Travis Amezcua; Team Losi Triple-X KE2/Trinity



4WD RESULTS

TQ: Atsushi Hara

Winner: Atsushi Hara; Durango/Orion

- 2. Travis Amezcua; Team Losi/Trinity
- 3. Gregg Hodapp; X5/Peak
- 4. Masami Hirosaka; Yokomo proto/Reedy
- 5. Jukka Steenari; Team Losi/Trinity



RACER NEWS



HOW MUCH THUMP DOES \$1,000 BUY?

When Ryan Cavalieri walked away with \$1,000 after winning both Gas Truck and 1/8-scale Buggy in the RCX Supercross race, we couldn't help but wonder how he'd blow the dough. So what did Cavalieri spend his money on? No, he didn't take Joe Pillars out to the mall and buy him a hot new outfit, but he does plan on putting some stereo gear in his new Nissan Titan. Look for it in "Racers' Rides" soon.

BUCEBE, BIGER

Adam Drake >> Lincoln Mark LT

When you race and win as much as The Drake, you deserve to ride around town in style. Adam's new Lincoln Mark LT is not your average pickup. His ride is decked out with a leather interior, 5.4-liter 300hp engine and four doors

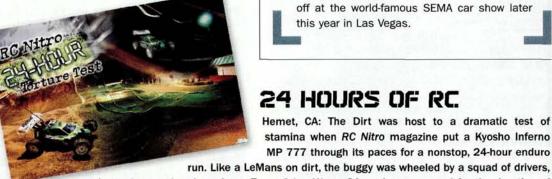


(no suicide BS here). Drake has connections with full-scale car guys and plans to seriously pimp this rig out with new rims, a bumpin' system and other sick hop-ups before he shows it off at the world-famous SEMA car show later this year in Las Vegas.



ZNIOEL. JOINS KYOSHO

RC legend Joel Johnson will be leaving the East Coast to work in sunny Southern Cali for Kyosho, but it isn't about his racing skills. The longtime racer and all-around good guy will bring his Web talents and marketing skills to bat for the big K. Joel, don't be too freaked out about the housing prices in the O.C.! Half a million dollars really isn't that bad for a cottage built in the 1950s



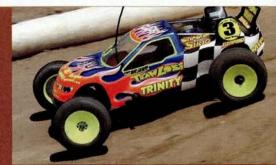
24 HOURS OF RC

Hemet, CA: The Dirt was host to a dramatic test of stamina when RC Nitro magazine put a Kyosho Inferno MP 777 through its paces for a nonstop, 24-hour enduro

but only one chassis and one Team Orion Wasp .21 engine were used for the duration of the torture test. Read all about it in the September issue of RC Nitro!

STUPID CRIMINALS

At the RCX show in Anaheim, CA, Adam Drake's number-one gas truck was boosted from the RC Car Action booth. This wasn't Drake's everyday club racer; it was his "big race" pimped-out truck, cared for with the utmost attention, and built with some prototype parts. We were upset about it being stolen from our booth, but The Drake really looked grim. A week after RCX, the chuckle-head



duo who stole the truck took it to a hobby shop looking for advice on what sort of radio gear to buy for it. Luckily, the guy behind the counter was down with RC and recognized Adam's truck, and he snatched it from the sticky-fingered punks. The Drake and his truck were happily reunited and will race many more nationals together.

GOT A STORY FOR RACER NEWS? Contact Jason Sams at jasons@airage.com.

RACER NEWS BY JASON SAMS INDER THE HOOD

Marty Korn's

GS Racing CL-1

RACE GEAR

Radio Airtronics M8 Servos (throttle/ steering) Airtronics 359 Engine Medial Pro M3K JP mod

Plug O'Donnell Pipe Novarossi 0886 Fuel O'Donnell Tires Pro-Line Crime Fighters

Wheels Pro-Line Velocity Inserts Pro-Line Spur Stock, 46T Clutchbell 13T

Clutch shoe/springs GS Racing lightened-aluminum shoes with 1.1 springs

FACTORY AND AFTERMARKET OPTIONS

Hot Products

Carbon-fiber mudguards



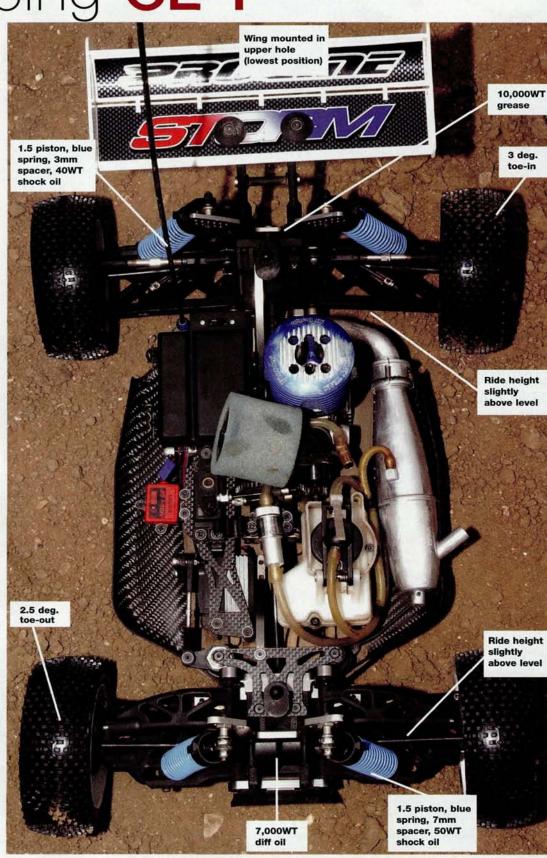
The custom carbon-fiber servo horn is longer than stock for faster response.



Marty's Medial Pro JP Modified .21 engine is wicked fast-too much motor for most people.



Marty grinds away the steering knuckle for maximum steering throw.



<u>Interview</u>

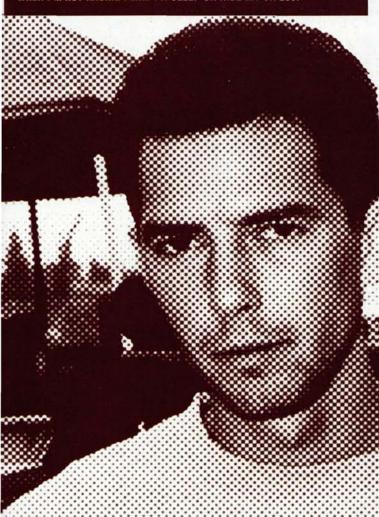
DRIVER: MARTY KORN

AGE: 26

LAST BIG WIN: MAKING THE A-MAIN AT THE ROAR NATIONALS FELT LIKE A WIN! THIRD AT THE ROAR NATS IN GAS TRUCK WAS ALSO NICE. SPONSORS: GENERAL SILICONES, FIORONI, PRO-LINE, AIRTRONICS, O'DONNELL, MEDIAL PRO, ACER, RACE PREP HOBBIES, KORN DESIGNS AND MY ACE PIT MAN MARC KORN WATCH: TOMBSTONE, BECAUSE IT'S A CLASSIC!

LISTEN TO: A LITTLE BIT OF EVERYTHING.

WHEN I'M NOT RACING I LIKE TO: SLEEP OR RIDE MY CR 250.



Q: What do you think of the new car now that you have been able to drive it for a little while?

A: The car is really good. It responds well to adjustments. It will be hard to beat.

Q: Now that you have the new CL-1, what do you predict for the remainder of the season?

A: I predict that I'll get faster and faster and will make a lot of Mains.

Q: You're pretty much GS Racing's lone factory driver; does that put a lot of pressure on you to produce good results?

A: Yes, it does! I know that GS puts a lot of effort and money behind me. Results lead to sales; therefore, I have to do well.

Q: Are you at a disadvantage because you don't have teammates to compare setups with and bounce ideas off?

A: To some degree, I am at a disadvantage; but luckily, I surround myself with fast friends even though we aren't on the same teams. It doesn't hurt to race here in SoCal, either; it's like a National every weekend.

Q: If GS Racing were to go after one driver or personality to team you up with, who would you want?

A: Hmmm, that's tough! I would probably say Mark Pavidis because he is a great representative, and all of his knowledge would rub off on me.

Q: Kortz, Bradley, Degani, Pavidis, Drake, you and other SoCal pros are known as the "West Coast Crew," according to Kortz. Is the "crew" more hype, or is there some camaraderie when you guys travel to races together, even though you represent different teams?

A: It's funny because we are like a team 90 percent of the time, but we are not friends when we are on the track together. We all want to win, but we certainly help each other out.

Q: If your friends had to describe you, what would they say?

A: Hopefully, that I am a good guy and that I do my best to help everybody out as much as possible-although, you never know!

Q: What is one thing many people, including your friends, might not know about you?

A: Hmmm, I am pretty much an open book; there really isn't anything people don't know about me. I don't have any skeletons in the closet.

Q: You've been racing 1/8 scale for quite a while and have seen it grow. Do you see any trends developing or anything that needs to be changed?

A: There are definitely more racers than ever. Many buggy manufacturers are really stepping it up, and that's better for racing.

Q: To you, what is the best part of racing off-road RC?

A: Just the difficulty level; if it were easy, it wouldn't be as much fun. The competition is tough; you never know where you'll end up after it all shakes out.

Q: What is your worst moment in racing?

A: The worst moment in racing for me was when I ran in a bump-up spot in the B-main at the Silver State and ran out of gas four feet from the finish line. That totally sucked!

Q: What words do you swear to live by?

A: We all give some, but some give all!

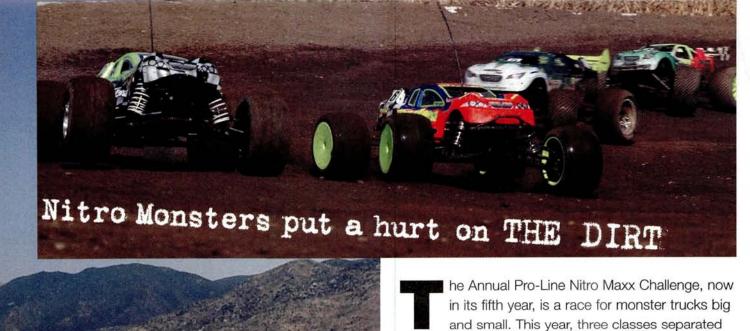


>>> Go to page 226 for manufacturers' contact information

Sth Annual Pro-Line Manual Pro

sponsored by: pro-Line, pc car Action, the dirt, o'donnell Fuels, tamiya and mugen seiki Location: Pro-Line Track, Banning, CA; Primary sponsors: Pro-Line, RC Car Action, pro-lineracing.com Classes: Outlaw, Big-Block, Small-Block, 1/8 Buggy, 1/10 Gas Truck
Qualifying: 3 rounds, IFMAR-style
Mains: 25-minute A-mains, 10-minu The Dirt, lower Mains

154 RADIO CONTROL CAR ACTION



the trucks into Small-Block (engines under .21), Big-Block (tranny-type trucks with .21 and larger engines) and Outlaw (truggy-type trucks with three diffs and big-block engines). Also competing were 1/8-scale buggies and 1/10-scale gas trucks so every nitro offroad class was represented. Every year, there's a concours competition, a Techy Award for the trickest oneoff monster truck and an insane Big Air contest to conclude the event. The mood at the Maxx Challenge isn't quite as intense as at a national, but that makes this race twice as much fun as anything else going. Here's how it all went down at this year's monster jam.

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Pro-Line Nitro Maxx Challenge

Top qualifier: Michael Sharwin) Mugen MSR-X5T

Winner: Bobby Tillman) Mugen MSR-X5T

Michael Sharwin hadn't raced long with his Mugen monster truck (he's an ½-scale specialist), but he was fastest during qualifying. In the Main event, Tillman led early and handily won with a 23second gap over Sharwin (second) followed by Marty Korn running a GS Racing SUT CE.

BIG-BLOCK

Top qualifier: Josh Alton) Team Losi LST Winner: Adam Drake) Team Losi LST

The LST was the top truck in qualifying and in the Main. Josh Alton put his on the pole after qualifying; and once Drake had taken the lead in the Main, his LST checked out and wrapped it up. Drake had been showcasing the truck for about a year, and it looked the best it ever has. Steve Slayden put his .21-powered Revo in the two-spot after consistent laps in the Main. TO Alton grabbed third.

SMALL-BLOCK

Top qualifier and winner: Jimmy Jacobson > Tamiya TNX Pro

Tamiya's touring-car ace Jacobson's skills obviously transferred to the off-road track: he was the man in qualifying and in the Main. His TNX Pro was really good and dominated the class with

its very capable stock engine. Tamiya's David Jun was second with his TNX Pro, while Ross Denny's extended-chassis Ballistic Traxxas Revo took third.

1/8 RUGGY

Top qualifier: Ryan Cavalieri > Kyosho MP 777 SP1

Winner: Bobby Tillman) Mugen MBX-5 ProSpec

Cavalieri is at the front of the pack in every class he races. His dialed Kyosho easily was TO. In the Main, however, Tillman ably picked off drivers with his MBX-5 ProSpec and got out front, proving that his racing "stock" is certainly soaring. Tillman is the next likely pro racer to join the elite group in 1/8-scale with Tebo, Bradley, Pavidis, Kortz and Cavalieri. Yup, the kid is that good!

1/10 GAS TRUCK

Top qualifier: Adam Drake > Team Losi AD2 Winner: Jared Tebo > Team Associated FT GT

It happened at the Silver State, and here it was déjà vu: Drake as TO and Tebo the winner in the Main. Drake qualifies well at the big races, and Tebo figures everything out in the Main events. Tebo's Gas Truck victory overcame a hard challenge from Team Associated teammate Cavalieri, whom he beat by just 2 seconds. The two young RC drivers always seem to find each other on the track and fight it out for the victory. The Drake hung on to third.

led to a sweeping left turn that was great for passing. A small and easy double 3). A roller sat in the sweeper, but you'd chop your speed as you hit it so you wouldn't over-shoot the 90-degree right-hander led towards the drivers' stand. A set of moguls met your vehicle just after the corner. A sweeping just before a huge kicker. The big jump's face was steep. Accelerating to the jump and then braking a bit was the fast line. Only the faster vehicles could clear a tight right turn followed by a small step down A short straight headed directly towards the pit lane and the drivers' stand. A large sweeper led to the right side of the track into a left 180 turn and over a small drop-off jump (7). A 90-degree right-hander with a short run led to the track's that spanned about 17 feet. Only the big buggies and a few outlaws cleared the triple; everyone else had to with a sizable roller on both sides of the left-hander and was smooth during qualifying, but for the double-single. A short shoot after the triple led to a chicane onto the straight's sweeper. The sweeper at the beginning of the straightaway Mains, it was filled with gnarly acceleration ruts. Pushing wide into the fluff was the lane of choice.





New in the pits



Rock Concepts Losi AD2 chassis and Savage towers

This fresh-looking chassis from the relative newcomer Rock Concepts is milled out to save weight yet is supposedly stronger than the stock one. It's made of 4mm-thick 7075 aircraft-aluminum, hard-anodized black for strength. RC's Savage towers lower the truck significantly, which is essential in racing. The parts are also machined of 7075 aluminum and anodized for a shiny finish.



CEN Genesis

23mm wheels CEN's Genesis is best known as a

backyard-bashing beast, but with hop-ups such as the 23mm dish wheels and racing rubber, it does well on the track. The wheels will fit other brands' 23mm hexes, and the tires have small lugs similar to other racing treads, and from what we hear, the tires hook up.



GS Storm

CL-1 debut

It was Marty Korn's first race with the new CL-1, and it looked awesome. Several of Korn's friends (who happen to be top pros) commented that the buggy looked dialed. According to GS, the new buggy "... has the lowest CG of any current ½-scale buggy." It also features a laydown steering servo, a carbon-fiber servo tray, a steering brace, a center diff brace and several machined-aluminum components. The CL-1 will be on hobby shop shelves by the time you read this.



CEN Matrix 1/8-scale buggy

CEN's long anticipated ½s-scale buggy comes in two versions: RTR and Pro. Mike Walker and Andy Smolnik have been testing the Pro model that's decked out with carbon-fiber and machined-aluminum components. The buggy looks competitive on the track and will soon be available. If you are a fast expert, send CEN your resume because the company is looking for a few racers to promote its buggy.

MIP TNX CVDs

Tamiya's Jun and Jacobson tested MIP's new shiny CVDs that come with a chrome finish that looks totally factory. They will be a great addition/upgrade to any TNX racer and will be available by the time you read this.

Talking to Tillman

On the mic with Outlaw and Buggy winner Bobby Tillman.

Q: This year has been good for you; you made it into lots of Mains and ran up front. What makes the difference for you this year?

A: Getting sixth at the ROAR Nats gave me a lot of confidence. I have also practiced more and competed in as many races as I could.

Q: Some say you have the talent to make the Cavalieri/Tebo duals a three-way battle, and you beat 'em both this weekend. What's your take on people's expectations of you?

A: It feels good when people recognize my speed, and it only gives me more confidence.



Q: You don't have a nickname. If you could give yourself one, what would it be?

A: Hmmm, lately people call me "little Tillman." [His father is also named Bob.]

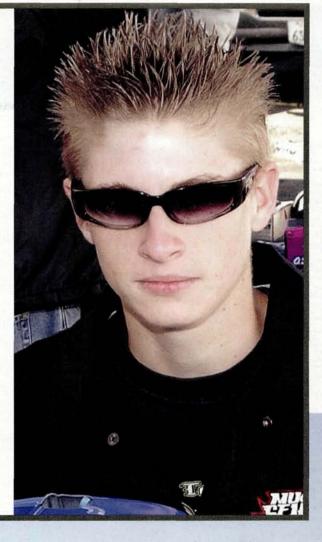
Q: Down the road, do you plan to continue racing in the Monster Truck class and abandon \$\frac{1}{10}\$-scale Gas?

A: I would like to because monster truck racing is a lot more

fun. It's harder to pass because the trucks are so big. The class is also growing a lot, which is cool.

Q: If you could race heads up with just one pro for an entire Main to show that guy your skills and to see whether he could hang with you, who would you want to battle with?

A: Probably Chad Bradley because we have nearly the same speed, and he is a clean and fun driver to run with.







Winners left to right: 1/8 Buggy, 1/10 Gas Truck, Outlaw Monster Truck, Big-Block Monster Truck, Small-Block Monster Truck

1	./8	BUGG	Y							
	IN.		DRIVER	CHASSIS	ENGINE	FUEL	TIRES	RECEIVER PACK	GEARING	RADIO
1		2	Bobby Tillman	Mugen MBX-5	Team Orion Wasp	Mugen 30%	Pro-Line	Team Orion	13/46	Airtronics M8
2		4	Jeremy Kortz	Kyosho MP 777	Werks/Collari	O'Donnell 30%	Pro-Line	HT Batteries	14/46	Airtronics M8
3		10	Jeff Guest	Mugen MBX-5	Hot Mod/Novarossi	ATTRICTOR STRUCTURAL	Pro-Line	Reedy	Stock	Airtronics M8
4		7	Michael Sharwin	Mugen MBX-5	SH PTXB	Byron	Panther	Hitec	13/46	Hitec Aggressor
5		6	Jared Tebo	Kyosho MP 777	O'Donnell/RB	O'Donnell	GRP/Treadz	Reedy	13/46	Futaba 3PK
6		9	Chris Tocco	Kyosho MP 777	Rex/O'Donnell	O'Donnell	Pro-Line	Team Orion	Stock	Airtronics M8
7		3	Greg Degani	OFNA Hyper 7	Picco P7R	Sidewinder	Pro-Line	HT Batteries	13/46	INS
8		8	Marty Korn	GS Storm CL-1	Medial Pro/O'Donnell	O'Donnell	Pro-Line Pro-Line		The state of the s	
9					The second design of the second second second			Reedy	Stock	Airtronics M8
		11	Cody King	Kyosho MP 777	Crono RS5	Trinity 30%	Pro-Line	Trinity	Stock	Airtronics M8
1		12	Sean McBeth	Kyosho MP 777	O.S. V-Spec	Trinity 30%	Pro-Line	HT Batteries	Stock	Airtronics M8
1		1	Ryan Cavalieri	Kyosho MP 777	Trinity/Sirio	Trinity 30%	Pro-Line	Trinity	13/46	Airtronics M8
1	2	5	Scott Hughes	Mugen MBX-5	O.S. V-Spec	O'Donnell	Pro-Line	Team Orion	Stock	KO Propo
1	/10	GAS	TRUCK							
1		2	Jared Tebo	Team Associated FTGT	O'Donnell	O'Donnell	INS	Reedy	15/66	Futaba 3PK
2		3	Ryan Cavalieri	Team Associated FTGT	Trinity/Sirio	Trinity	Pro-Line	Trinity	15/66	Airtronics M8
3		1	Adam Drake	Team Losi AD2	Trinity/Sirio	Trinity 20%	Team Losi	Trinity	18/51	Airtronics M8
4		4	Joe Pillars	Team Associated FTGT	Peak Diablo	Team Orion 20%	Pro-Line	Peak	15/66	Airtronics M8
5		6	Aaron Waldron	Team Losi AD2	Trinity/Rossi	Trinity 20%	Team Losi	Trinity	18/51	Airtronics M8
6		11	Danny Greco	Team Associated FTGT	Team Orion Wasp	Sidewinder	Pro-Line	Team Orion	Stock	Airtronics M8
7		5	Cody King	Team Associated FTGT	Trinity/Sirio	Trinity	Pro-Line Pro-Line	Trinity		Airtronics M8
			and the second state of the second second					The state of the s	Stock	
8		10	Brian Sullivan	Team Losi AD2	Top	Byron	Panther	Reedy	Stock	Airtronics M8
9		8	Jeremy Felles	Team Losi AD1	Peak	O'Donnell	Team Losi	Reedy	Stock	Hitec Lynx 3D
1		9	Mike Kendall	Team Losi AD2	Team Orion Wasp	Team Orion	Team Losi	Team Orion	18/51	Airtronics M8
1		7	Buddy Lee	Team Losi AD2	Novarossi	INS	Team Losi	INS	18/51	Airtronics M8
1	2	12	Greg McGlothlin	Mugen MST-1	Mugen MT12	Byron	Pro-Line	OFNA	Stock	Airtronics M8
C	UTL	AW MA	ONSTER TRU	CK						
1		2	Bobby Tillman	Mugen MSR-X5T	JP Modified	Mugen	Pro-Line	Team Orion	13/64	Airtronics M8
2		1	Michael Sharwin	Mugen MSR-X5T	SH PT-XB	Byron	Pro-Line	Hitec	Stock	Hitec Aggressor
3		3	Marty Korn	GS SUT CE	Medial Pro/O'Donnell	O'Donnell	Pro-Line	Reedy	Stock	Airtronics M8
1		6	Stephen Bess	Hot Bodies LP	provide and a service of the national and	O'Donnell	Pro-Line Pro-Line	INS		
4 5			Old Control of Control		Hot Mods/Novarossi				Stock	Airtronics M8
5		10	Luke Jonas	Hot Bodies LP	RB Mods	Byron	Panther	INS	Stock	Airtronics M8
6		12	Tom Wolf	Unlimited Engineering	EB Mods/Novarossi	O'Donnell	Pro-Line	INS	Stock	Hitec CRX
7		9	Kevin Baker	Bentley	Rolls-Royce	Texaco	Pro-Line	Custom	Stock	Hitec CRX
8		4	Jeff Guest	XTM Mammoth ST	Hot Mods/Top	INS	Pro-Line	Reedy	19/14 65/60	Airtronics M8
9		11	Tony Veno Jr.	Л	RB	O'Donnell	Pro-Line	Team Orion	13/62	Airtronics M8
1	0	7	Nigel Townsend	Hot Bodies LP	EB Mod/Novarossi	Byron	Pro-Line	Ballistic Batteries	14/50	Airtronics M8
1	1	5	Chris Nelson	Hot Bodies LP	JP B-5	O'Donnell	Pro-Line	INS	Stock	Airtronics M8
1	2	8	Barry Bates	Hot Bodies LP	Novarossi 528	Byron	Pro-Line	Elite	Stock	Airtronics M8
ъ	TC-	BLOC	K MONSTER	TRUCK						
1		8	Adam Drake	Team Losi LST	Losi M26	Trinity	Team Losi	Trinity	Stock	Airtronics M8
2		2	Steve Slayden	Traxxas Revo	RB 3-port	Traxxas	Pro-Line	Ballistic Batteries	17/38	Hitec SRX
			NAMES AND ADDRESS OF THE OWNER.		P. Training and State of Co.				PARTICION	
3		1	Josh Alton	Team Losi LST	Losi M26	O'Donnell	Pro-Line	Trinity	Stock	Airtronics M8
4		3	John Schultz	Rock Concepts/HPI	HPI .46	Byron	Panther	Reedy	15/49	Airtronics M8
5		9	Michael Crawford	Team Associated MGT	OFNA/Picco	Byron	Pro-Line	OFNA	Stock	Airtronics M8
6		11	Jason Holt	DuraTrax Warhead	O.S. V-Spec	O'Donnell	Pro-Line	DuraTrax	17/49	Futaba 3PK
7		7	Brad Johnson	Team Losi LST	Mach .26	O'Donnell	Team Losi	OFNA	INS	JR XS3
8		10	Bobby Moore	Traxxas Revo	Sirio .23	Maxy	Panther	Ballistic	15/38	Airtronics M8
9		6	Kyle Pipkin	Team Associated MGT	Sportwerks .26	Byron	Pro-Line	Novak	Stock	Hitec Lynx 3D
1		4	Andrew Smolnik	CEN Genesis	CEN NX 76	Byron	CEN Sniper	CEN	25/42	Airtronics M8
1		5	Dave Groom	Team Losi LST	Sportwerks .26	O'Donnell	Team Losi King Pins	OFNA	Stock	Futaba 3PK
1		12	Rick Vessell	DuraTrax Warhead	O.S. V-Spec	O'Donnell	Pro-Line	DuraTrax	17/49	Futaba 3PK
	MAT	тт	OCK MONSTE	ם שטווכה						
1		1 T-BT	Jimmy Jacobson	R TRUCK Tamiya TNX Pro	Tamiya .18	Sidewinder	Pro-Line	Team Orion	Stock	Airtronics M8
2		3	David Jun	Tamiya TNX Pro	Tamiya .18	Sidewinder	Pro-Line	Team Orion	Stock	Futaba 3PK
					14.00 (10.00 pt)	Sidewinder				
3		5	Ross Denny	Ballistic Revo	0.S. TZ .18		Pro-Line	INS	15/36	Airtronics M8
4		6	Jamie Valerio	Traxxas Revo	TRX 2.5R	O'Donnell	Pro-Line	Team Associated	Stock	JR Racing
5		8	Art Cardinali	Tamiya TNX	0.S. 18 CVR	O'Donnell	Pro-Line	Trinity	Stock	Airtronics
6		2	Steve Slayden	Traxxas Revo	0.S. TZ .18	Traxxas	Pro-Line	Ballistic Batteries	16/38	Hitec SRX
7		11	Patrick Kivin	Ballistic	0.S. TM	Traxxas	Pro-Line	Ballistic Batteries	INS	Futaba
8		12	Charles Cole	Traxxas Revo	O.S. TM .18	Byron	Pro-Line	Traxxas	16/40	Futaba 3PK
9		10	Keith Henry	Dace Predator	O.S. CVR .18	Sidewinder	Pro-Line	Team Orion	20/72	Airtronics M8/Spe
		4	Bobby Moore	Traxxas Revo	Traxxas 2.5	Maxy	Panther	Helotes	15/38	Airtronics M8
1	-		Luke Gray	Traxxas Revo	Traxxas 2.5	Trinity	Pro-Line	Piranha	15/38	INS
1	1	9							/	177.77
1 1 1:		9	Jay Ando	Traxxas Revo	Traxxas TRX 2.5	O'Donnell	Traxxas	Traxxas	16/38	Traxxas





Pro-Line's Scotty Hughes (skinny red guy) holds John's ride while he shows off his plaque.

Techy Award

John Schultz won the Techy Award with his one-off HPI Savage. It looks like a truggy on the track because it sits so low, but on closer inspection, it's definitely a low-riding Savage. John's company, Rock Concepts, makes the parts for his Savage as well as those for other vehicles. This truck has custom four-hole shock towers, a 1½-inch longer chassis and 7075 aluminum five-hole suspension arms. The drive-shafts are one-off MIP CVDs that will be produced for Rock Concepts' planned conversion kit. A Mugen wing mount and Pro-Line wing finish it off.

Concours comp

Jay Ando again won the Maxx Challenge concours competition—as he has every year—with his flawless

paint jobs. There are no mistakes whatsoever on his Revo, and Jay airbrushed it all by hand.

Our own G-Man (right) hands the big cup off to Jay. You can tell Jay's psyched.



MAXXED OUT

Every year at the Maxx Challenge, the race runs smoothly, the sickest paint schemes are shown off in the concours competition, and the Big Air contest is off the hinges (to use an old-school cliché). The track always has a cool layout, and the pro drivers who attend are very approachable, thanks to the laidback mood. Mark your calendars for next year's Maxx Challenge entry period because this race has an entry cap, and this year's waiting list was 50 names deep. Peace!

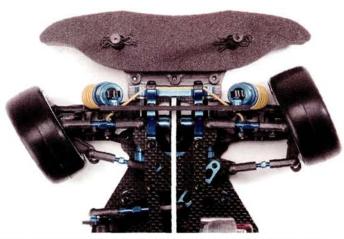
ON-ROAD DRIVING

Going slow to go fast

SUMMER ISN'T OVER YET, so I still race my sedan outdoors on rubber tires, and I'm having a blast! In the first few summer events, I worked with a friend of mine to see whether I could practice what I preach and help better his performance on the track by teaching him my style of driving. I found I wasn't just blowin' hot air: I really was able to help him improve his game. The basic ideas behind my tips were to show him my driving technique and to adjust his setup to match. The goal was to create a car that would be much easier on batteries and tires and easier to drive. Let's take a look at what worked the best.

TOO MUCH STEERING

Since I've been back at the track, I've noticed one major flaw in many of the driving styles and, therefore, the car setups of the local racers. Many drivers use too much steering throw. I suspect that this is because advances in battery capacity have made efficient driving styles and car setups unnecessary. We're drunk on mAh! Anytime I drive someone else's car, I always immediately turn down the dual rate after the first lap-usually by 25 to 35 percent. This typically stops the car from whipping in the center of the turn and helps protect the front tires from a premature trip to the garbage can without us ever turning a screw on the car. Unfortunately, when I hand the transmitter back, the owner usually drives the thing straight into the outside fence because he doesn't have the steering throw he once had (I've now learned to warn them). Tires have a finite amount of grip at any angle; once that is exceeded, you essentially turn the front tires into plows that, in turn, slow the car



Even though your car can steer this far, it doesn't mean that it should be set to steer this much on the track. If your car's steering is set up like this, the tires will scrub off speed.



To get your car to carry speed through corners, reduce your radio's steering throw.



When I hit the track, I make sure that the car can turn around within half the width of a lane.

down. Using less steering throw forces the driver to use the throttle (think: backing off it sooner) and the brakes properly to achieve the entry speed to any turn instead of relying on the front tires completely.

SLOW IS FAST

Ah, the challenge of going slow to go fast. This is a very difficult concept to master, but it is key to becoming a better overall racer. Using less steering throw will force a driver to enter the corner at the proper speed using the throttle. Blazing into the turn flat-out and slowing the car down with tire scrub makes the front tires do



Try running your car with only 75 percent throttle throw. If the track is nice and tight, I bet that you may even turn faster lap times initially.

more braking than steering. Here's an exercise to try: turn the dual rate down so you can turn your car around within half lane width on the track, and limit your throttle trigger to only 75 percent throw. Do this for a couple of charges, and see whether you ultimately run lap times within couple of tenths of what you normally run. I bet you do, and if the track is small and tight, I bet some will better their lap times. This exercise shows you how to enter a corner at the proper speed and to help you apply the throttle more smoothly as you exit the turn. The exercise is designed to help you find the proper racing line and to work on hitting every apex of every turn. The limited steering throw will help prevent you from overdriving the turns and will compensate for your entering the turn too quickly. As you get better, you might try turning down the dual rate even more. Now that you've found how to enter the turn at the proper speed, let's look at exiting.

EXIT STRATEGY

Many drivers snap the throttle back once they feel they have cleared the turn. Every input made at the transmitter should be smooth and deliberate. When you exit a turn, the steering wheel should be moved back to center at the same time as you "squeeze" the throttle on. As you squeeze the throttle, be conscious of the first 10 to 20 percent, as this range is critical to getting the car to transition smoothly to the next corner.

When in the middle of a turn and as I exit it, I prefer to apply a little throttle until I have a clear line to the next turn. That helps keep the car's speed constant and to keep the suspension loaded in the turn to create a nice smooth, flowing feel. I like this technique because it keeps you connected to the car almost 100 percent of the time in regards to speed,

When steering into a turn, I like to use the full throw of the wheel so I can give more precise steering input.

and it allows you to make slight speed adjustments while in the turn. This is better than backing off and coasting through the turn and then jumping on the throttle to the next turn. In general, when you are off the throttle, your finger is also off the trigger; this creates a lag and usually makes your initial throttle input too "heavy" (for lack of a better word). I know this partial throttle technique requires a great feel for the trigger, but this feel is a major step toward improving your driving. In the beginning, I recommend that you apply very pronounced partial throttle in the turn so you get the feel of how much throttle is good; then work on blending it into the whole technique.

BRAKE AWAY

Ultimately, I view using brakes as a way to correct a mistake and not as a way to go fast. A driver who has his car set up properly and uses my driving style does not need brakes to get around. The problem with using brakes with a trigger is that it is very difficult to be accurate with the input, and it also creates a lag when you pull your finger back on the trigger. Overall, this usually creates a very choppy driving style that's very difficult to rectify. I set my brakes to give myself just enough to slow the car down without the car's getting loose. That is especially important when you run a one-way up front. The setup allows only rear braking, and too much input can really make the car unstable. Right now, my car has hardly any brakes on the transmitter. Again, because I only use my brakes when I enter a turn too hot and when the car starts to push wide, I want full brake input to just loosen up the rear end and slightly rotate more. If I have to countersteer when I hit the brakes, I know I have too much brake dialed in.



I set up my touring cars with just enough brakes to slow the car down without getting loose.

STEERING STYLE

When it comes to steering input, I like to use the full throw of the wheel because that gives you more range to work with, so it's much easier to give precise steering input. When I first put a car on a track, I use the first few laps to adjust my dual rate to the tightest turn on the track. If I have to use full dual rate to make the tightest turn on the track, I know I most likely need to add more steering—especially when I run my vehicle outdoors. Some indoor tracks are so tight they require full rate. In the end, the feel I'm looking for requires me to use full lock on the higher speed parts of the track and going into tight hairpin-style turns. When my car enters the turn, I'm typically at full lock until the car starts to rotate into the turn. Then I pick

up the throttle to slow the rotation of the chassis, and at the same time, I fine-tune my steering input to point the car toward the next corner. I do use the front tires to slow the car down a bit but just not as much as I would if I used full dual rate.



My driving tips will help to net you a few extra tenths here and there. Practice using the proper amount of steering and throttle in unison to get into a good "rhythm" on the track.

RESPONSE TIME

In a perfect world, the setup that works best with my driving style is one in which the turning radius slowly increases as the speed into the turn decreases. Once the car has slowed down enough to navigate a sharp turn, pick up the throttle slightly through the apex, pull back to get to the next turn, and do it all over again.

Running outdoors on asphalt has much more of a rhythm to it than running on carpet, but you can use this technique on both surfaces successfully.

I hope this installment of driving tips helps you to take your racing to the next level. Steering and throttle input work in concert, and input is very subtle and quick, so don't get discouraged up front. Try to practice these techniques on your own, and resist cranking in more steering throw. Look to setup changes before you increase your dual rate. Overall, when these techniques are applied properly, they will pay dividends on the track.

OFIND IT

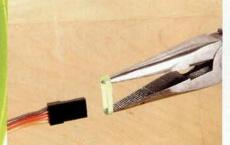
So to page 226 for manufacturers' contact information.

Fuel Tubing & Zip-Tie Tips unexpected uses

So you think fuel tubing is just for flowing fuel to your engine, and zip-ties are just for bundling servo leads (or binding scumbags' hands on "Cops")? Guess again—tubing and ties can do all sorts of things. Here's the proof.

FUEL TUBING TRICKS







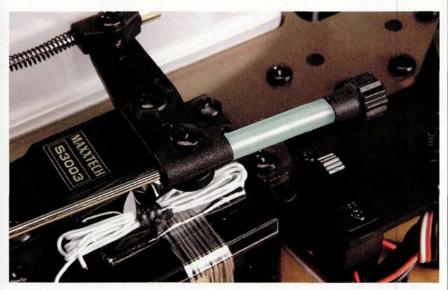
TUBING TAMES WIRES

Slice thin rings of tubing to bundle your servo leads or excess antenna wire. Spread the ring with needle-nose pliers, slip it over the antenna or wire bundle and release.



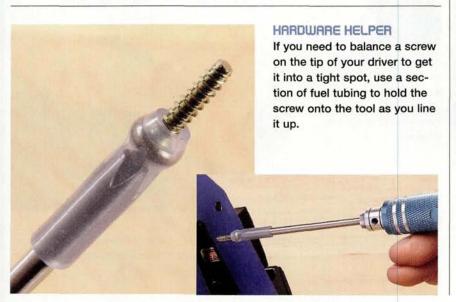
BUMP BUSTER

A short section of fuel tubing makes an effective bump-stop to cushion the blow when the spring perches smack into the shock bodies. Just unscrew the shock eyelet, and slip the tubing over the shaft.



BETTER BRAKES

If your car uses a too-soft spring on the brake linkage, replace it with a segment of fuel tubing for more powerful stopping.





ANTENNA DEFENDER

If your antenna tube tends to slip out of its molded mount, don't glue it—just slip a sleeve of fuel tubing over it. You'll still be able to remove the tube, but it will never pop out during a race.



GREATER GRAB FOR FUEL LINES

Slice more thin rings, and use them to give your fuel lines extra pinching power.

Fuel tubing and zip-tie tips

ZIP-TIES



HELPFUL HANDLES

This tip uses fuel tubing and zip-ties. Assemble as shown to make handles for your monster truck or buggy's heavy-duty but hard-to-remove body clips.



TANK YANKER

Another tubing-and-ties combo. You'll have an easier time filling your buggy's tank if you give it a handle. Go for a larger version of the body-clip



grabber (above) or try the loop configuration (left). And don't forget to match the tubing color to your paint job!



REAR-WINDOW FUEL FILLER

Sure, you could open your tourer's fuel tank through the windshield, but then your big caveman hand will be in the way as you try to fill the tank. Instead, thread a long zip-tie through the rear shock tower and out the rear window. Pull handle, tank opens.



PRELOAD POSEUR

Lost your preload clips and no one will lend you any because they hate you? Use zip-ties instead.



So to page 226 for manufacturers' contact information



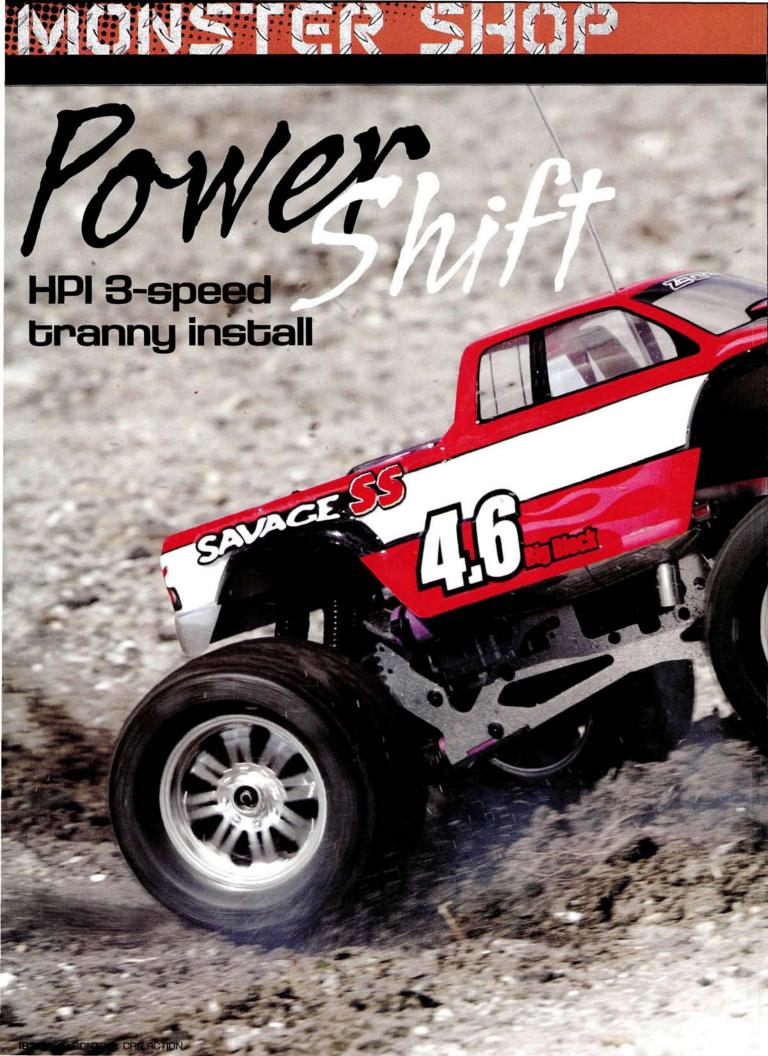
HEADS UP

Nothing messes up an engine's heat-sink head faster than an upside-down cheese grater run on pavement. To stop the carnage, loop zip-ties into the top of the head so the ratchet nubs (do these things have a real name?) act as bumpers.

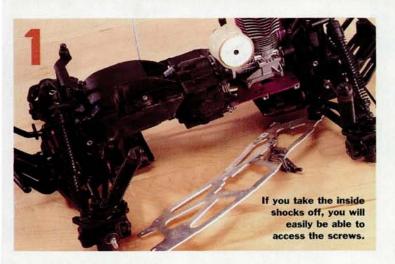


GLUE GRIPPER

Rubber bands are the standard tread-squeezer when gluing tires, but a fat zip-tie is also a good choice (get the reusable kind). ■







STEP 1. REMOVE THE SIDE PLATE

Before you start your tranny swap, set up a well-organized work space. You'll be removing a lot of parts from your Savage, and you'll need room for the larger ones. Small plastic containers will hold smaller parts such as screws. Start by removing the easy-to-access parts. Take off the tires, fuel tank, throttle and brake linkages and the roll bar. Next, remove the left chassis plate by taking out the 10 screws that hold it in place. You may want to remove the inner front and rear shocks to make this easier.

STEP 2. REMOVE THE TRANSMISSION

Now move over to the right side of the truck, and detach the end of the tuned pipe from the pipe mount to give you easier access to the tranny-mounting screws. Then remove the screws that hold the right side of the tranny in place. When you pull out the tranny, the dogbones will fall out. Be sure to keep track of the front and rear bones so that you'll be able to put them back in their correct positions later.



Now that you have the tranny out, you can disassemble it.

STEP 3. DISASSEMBLE THE TRANNY

Now you can set the truck aside to make room for your tranny disassembly. Take off the slipper clutch and front and rear drive



These are the parts that you should remove from the housing.

ABOUT THE KIT

When you open the box, you'll find a new set of gears for the top shaft, a complete 3-speed clutch assembly, a new output gear and all the hardware you'll need to assemble the parts. There's one plastic gear, and the rest are cast metal. If you don't want to swap out all those gears, you can buy the 3-speed tranny already assembled (item no. 87218). All you have to do is remove the old tranny, swap out the slipper clutch, brake and outdrive cups and install



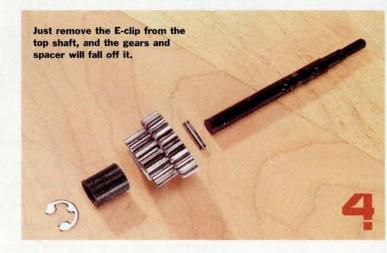
GEAR RATIOS	1st gear	2nd gear	3rd gear
2-speed	2.44:1	1.7:1	
3-speed	3.14:1	1.95:1	1.58:1

As the chart reveals, the 3-speed ratios are lower in first and second gear, and that should give the Savage more snap and even more wheelie-popping torque, but the final shift into third is a taller ratio than the standard tranny's top gear. That should give the Savage a few extra miles per hour. Torque and speed If you're thinking that sounds like the best of both worlds, you're right.

cups. Place these parts in plastic containers so you don't lose them. Open the case by removing the seven screws that hold the tranny halves together, and remove the top shaft, the 2-speed and the output gear.

STEP 4. REMOVE THE 2-SPEED CLUSTER

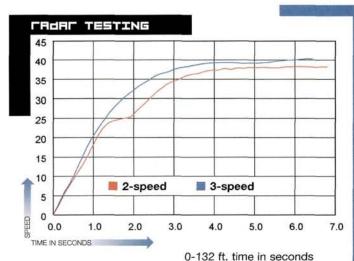
Take the 2-speed cluster off the top shaft. Hold the threaded end of the shaft, and pull the gear cluster towards the blunt end of the shaft.



PERFORMANCE

The radar curves paint an accurate picture of 3-speed versus 2-speed performance. Note the obvious shift point in the 2-speed's curve and the 3-speed's smooth climb to 40.5mph. The 3-speed curve is also steeper, revealing the its superior acceleration. I'm certain I could have made even quicker runs, but keeping the front end on the ground was a challenge. The Savage was a wheelie machine in stock form, but with the 3-speed's lower first gear, it wanted to backflip whenever I grabbed full throttle from a standing start. Next time, I'll bring a wheelie bar!

For track testing, I took the truck to Wolcott Hobbies and Raceway. It shot out of the corners much better than before, and it didn't need much throttle to get over the bigger doubles in the center of the track. Going down the straightaway, you'd better be on your toes if there's another truck there because you'll catch up with it in a hurry. I accidentally ran into the back of a couple of trucks because I didn't realize how fast my Savage was going, and I hit the brakes too late to slow it down in time. You would think I had strapped a .60-size engine into this thing!



Distanc	e (in feet)	traveled
1 sec.	13.7	15.7
2 sec.	48.4	56.0
3 sec.	93.7	107.9
4 sec.	146.8	164.5
5 sec.	202.1	222.0

3.73 3.43

Speed at 132 ft.
36.9mph 38.5mph

Time to top speed in seconds
6.1 6.43

Top speed
38.2mph 40.5mph

STEP 5. ASSEMBLE THE 3-SPEED CLUSTER

With the old gears removed, you can assemble the 3-speed cluster. Start by pulling the three smallest gears and four of the thinner, longer pins out of your bag of new parts. Put the four pins into the non-slotted side of the largest gear, slide the second largest gear over it and end with the smallest gear. The directions tell you to note the direction of the big and small gears when you assemble them, but you don't have to worry about that because the pins can be installed in the gears in only one way. Put the included plastic spacer onto the top shaft's blunt end, and hold it in place with the included E-clip. The plastic spacer comes molded with the plastic gear in the kit. Simply remove it from the center and install it on the shaft.



STEP 6. ASSEMBLE THE 3-SPEED CLUTCH

Assemble the 3-speed clutch system according to the manual's instructions. All the parts for the assembly are included in the kit. There's no need to disassemble the original unit to use the new parts. When you install the plastic gear on the one-way, make sure that there aren't any burrs left in the hole by the spacer in the center of the gear; the plastic gear should slide over the one-way easily. Pay close attention to the direction of the clutches when you install them on the shaft. If you install

them incorrectly, the tranny won't shift properly. Make sure that you bottom out the setscrew pins in the clutches before you install the upper setscrew. You don't want the top of the setscrews to be above the edge of the clutches.

STEP 7. INSTALL THE LAST GEAR

Now you can remove the original gear from the output shaft and replace



Here's the assembled 3-speed clutch. HPI includes everything you need to build it, and none of the parts are from its 2-speed unit.



it with the last gear in your 3-speed kit. With all that finished, you can reassemble the tranny, install it in the truck and put your truck back together. \blacksquare

OFIND IT

>>> Go to page 226 for manufacturers' contact information.



Competition engine tuning with "density altitude"

PROPERLY TUNING A NITRO ENGINE CAN POSE A CHALLENGE TO EVEN AN EXPERIENCED TUNER. A nitro engine is a dynamic powerplant that must work in harmony with Mother Nature to produce good power, and because the weather is rarely the same from day to day or even hour to hour, reqular tuning tweaks can make the difference between good horsepower and race-winning horsepower. I often mention that you must adjust your fuel mixture regularly to compensate for changing conditions, but several weather factors can change all at once, and that makes it difficult to know exactly how you should set your mixture needles for the Main. For example, if between the last qualifier and the Main, the air temp decreases 15 degrees (richen the mixture), the humidity increases (lean the mixture) and the barometric pressure increases (lean the mixture), how do you know whether you should ultimately lean or richen your fuel mixture? It's hard enough to accurately measure the changes in the weather, but once you have that information, figuring out what do with it can be a huge hurdle for even the best engine tuners. With a lot of time and an open track, good engine tuners eventually get just the right fuel-mixture setting so the engine will run strong for an entire Main, but racing rarely allows enough track time to get the engine warmed up, much less precisely tuned, before the Main. While browsing eBay, I ran across an interesting new tool that can be used

The K4000 is a portable weather meter that's powered by a couple of AAA batteries. This pint-size meter tracks all the parameters that are important to experienced nitro-engine

WHAT IT MEASURES

- > Wind speed
- > Temperature
- Wind-chill factor
- Humidity
-) Heat index
-) Dewpoint
- > Wet-bulb temperature
-) Barometric pressure
- > Pressure altitude
- Density altitude

tuners-and even some that aren't. Factors such as altitude, barometric

pressure, temperature and

humidity are all quickly and accurately measured, but the unit also measures wind speed, wet-bulb temp, wind chill, heat index and dewpoint. The K4000's most attractive feature is that it's so portable. Before the Kestrel, the most portable thing I had to monitor the weather with any accuracy had to be calibrated frequently and plugged into an extension cord. It was actually intended for indoor use, so it was highly impractical (and not very accurate). The K4000 dispenses with all of that nonsense. It's a truly hand-held unit that quickly and accurately provides all relevant weather information for engine tuning.

UNDERSTANDING DENSITY ALTITUDE

The fact that the K4000 monitors all the weather parameters listed is one reason for me to like it, but the one thing that really makes this unit stand out is its "density altitude" feature. To understand density altitude, you need to understand International Standard Atmosphere (ISA). It's a standardized atmospheric model on which calculations for atmospheric conditions can be based. Basically, it provides an internationally accepted baseline of weather conditions-all of which are relevant to engine operation. The conditions of ISA are: zero altitude (sea level), barometric pressure of 29.92 in. Hg (inches of Mercury) and an air temperature of 59 degrees F (15 degrees C). Temperature, barometric pressure and humidity are factored into density altitude, and a fluctuation in any of those conditions can affect air density. For example, when the temperature rises, air density drops, and that would be the equivalent of a certain increase in altitude as compared to the ISA baseline conditions. The density altitude feature calculates the influence of all the relevant factors and provides the measured air density's corresponding ISA altitude.

Many mechanics and crew chiefs on racing teams use density altitude to help them tune their vehicles, and even pilots use it to know how their engine will perform in certain weather conditions. So if, for example, you run your vehicle at 500 feet, and the air temperature is 90 degrees, barometric pressure is low and humidity is high, the density altitude reading might be 1,500 feet; that means that current air density is similar to what it would be at 1,500 feet ISA.

TUNING FOR DENSITY ALTITUDE

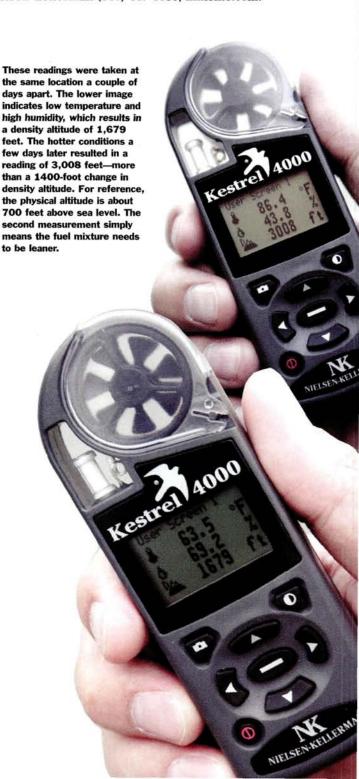
Let's say your engine runs perfectly with your current mixture settings at a density altitude of 1,500 feet. Suppose the density altitude occasionally increases to 2,500 feet, and each time, you had to lean the fuel mixture approximately ¼ turn to get the engine to run its best. For your engine, that means every 1,000-foot increase in the density altitude requires roughly ¼ turn of the mixture needle to compensate for that change. This is just hypothetical, but the point is that this instrument can help you adjust your air/fuel mixture settings to accommodate several simultaneous changes in weather conditions. For example, if humidity decreases during the race and the sun is starting to set, you would already know that the engine will start to run lean before the car even gets to the pits. Many times, though, I've seen conditions change quickly; when that happens, glow plugs start to blow, and mechanics are caught by surprise when a previously dialed engine starts to run really hot. The K4000 can help you determine how you'll have to adjust mixture settings before you even go out on the track, and your pit crew can use it during the race to react to changing conditions during the race.

SOUNDS GREAT, HOW MUCH?

What does the K4000 cost? It isn't cheap. The unit retails for \$329 on the manufacturer's website, but they're available from many sources for about \$240. It isn't for everyone, but for the tech-savvy guys who want more information to help them tune their engines, this is an ideal tool. The type of information the K4000 provides is used by virtually every crew chief in all forms of racing, and the unit is already used by some of

the world's most successful tether-car racers. I've seen more money spent on high-tech infrared temp sensors, and the K4000 is an infinitely more valuable tool. Less expensive Kestral weather monitors are available, but only the K4000 includes the density altitude feature. It also has an optional computer interface and software so you can really geek out. It is a good investment for a group of racers or a club. No matter what you think of your tuning skills, this instrument will take you to the next level—or at least help you avoid the pitfalls of rapidly changing conditions.

Kestrel weather instruments are made by Nielsen-Kellerman (610) 447-1555; nkhome.com.

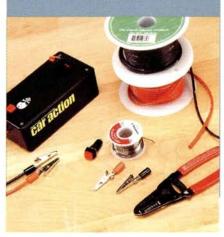


Build a BUMP BOX MAIN-MAKING BATTERY BLASTER

You're past the crashing stage of your electric-racing career, and you can even choose the fastest lines instead of just avoiding the pipes. Your gear is up to snuff, and you're always in the A-main. But to win, you need an edge. If that's you, consider building a bump box, Here's the concept: when a pack peaks, its voltage is higher than normal. Instead of the usual 7.2 volts, it may be as high as 9 volts. That's a lot of extra juice, but as soon as the pack is taken off the charger, its voltage starts to go back down, and by the time the start tone goes off, you've lost that freshly charged advantage. A bump box is just a portable DC power supply used to blast the cells back up to peak voltage just before the race begins. Many racers just use a 10-cell pack with a couple of alligator clips, but we went for a better box. The model here has fully enclosed cells to prevent shorting and a momentary switch for safety; the power wires are only "hot" as long as you hold the button down.

You'll need

- RadioShack 6x3x2 project box item no. 270-1805
- RadioShack momentary switch-275-0618
- RadioShack alligator clips— 270-0375
- Silicone wire (12 to 14g); approximately 18 inches of red and black (we used General Silicones)
- Wire stripper
- Soldering iron, solder and flux
- Reamer
- 10 sub-C Ni-Cd or NiMH cells

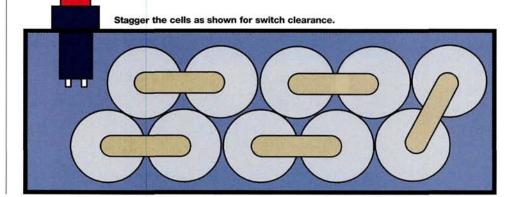




STEP 1 BUILD THE PACK

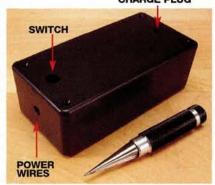
Here's a pair of 5-cell packs wired in series.

If you're racer enough that you need a bump box, you're already building your own packs, so we'll skip the how-to-solder stuff. Assemble the cells as two sets of five and stack them as shown. We just removed a cell each from two 6-cell packs and wired them in series, but if you've got 10 loose cells, you can solder them together as one pack.



STEP 2 PREPARE THE BOX

You need to make three holes: one for the momentary switch, one for the charge plug and one for the power wires to exit. A body reamer easily chews through the soft plastic, but if you've got a drill bit large enough to do the job, go for it. The switch hole should measure 10mm (that's the diameter of the switch), and it should be placed in the lid at the front of the box for battery clearance. Center the wire's exit hole at the front of the box, 1 inch from the top. Make sure that it's large enough for the wires to exit without pinching. For easiest assembly, place the charge-plug hole in the lid opposite the switch.



A reamer is all you need to make the holes in the box.

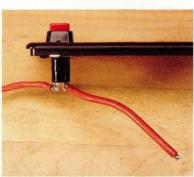
STEP 3 WIRE THE SWITCH

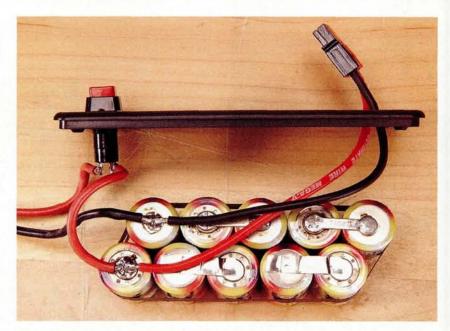
Fit the switch into the lid and secure it with the supplied nut. Tin the poles and solder 10 to 12 inches of red wire to one pole, and use a short section of red wire to connect the pack's positive terminal to the switch's remaining pole. Next, attach 10 to 12 inches of black wire to the battery's negative terminal.



Above: slip the switch into the lid and secure it with the nut.

Right: the switch simply interrupts the positive lead.

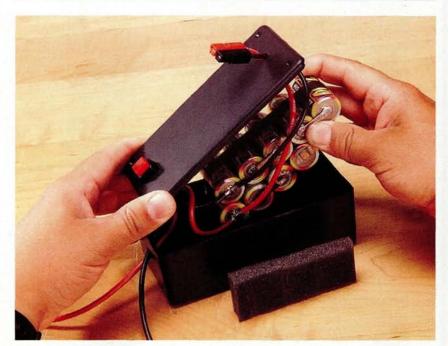




STEP 4 INSTALL THE CHARGE PLUG

Assemble the connector of your choice or buy an assembled pigtail. Pass the wires through the hole in the lid, and solder the red and black wires to the pack's positive and negative terminals.

The charge plug will always be "hot," so don't use alligator clips here. Only use a connector.



STEP 5 INSTALL THE PACK AND LID

Thread the long power wires through the hole in the front of the box, and drop the pack into the box. To prevent the pack from rattling, use packing foam to pad it. Make sure that the lid fits without pinching any wires, then screw it into place (go ahead, use anodized screws. We know you want to).

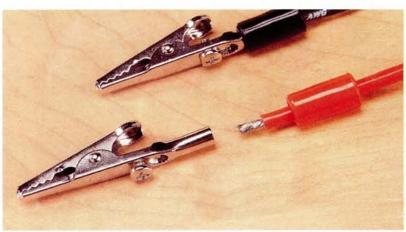
A piece of foam from a speedcontrol box will prevent the pack from rattling.

Build a bump box

STEP 6 INSTALL ALLIGATOR CLIPS

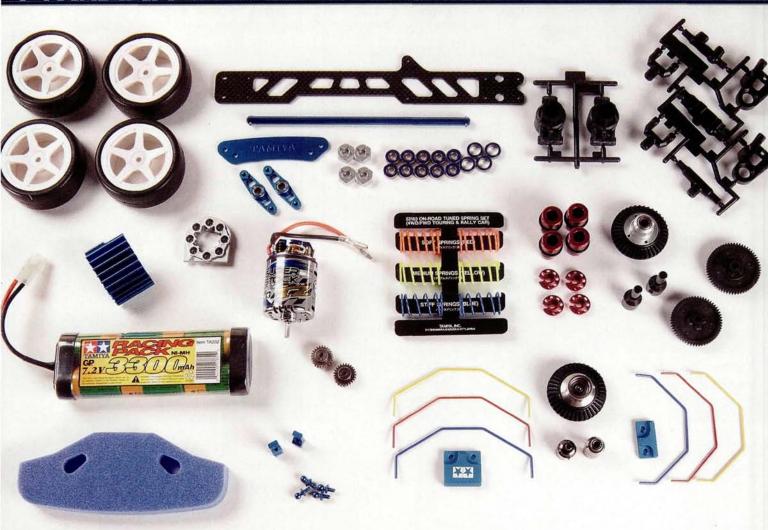
Remove the clips' insulator sleeves and slip them over the wires first, then strip the wires and solder them to the clips. Be sure to put the red clip on the red wire, and the black on the black. Your bump box is complete!

> Solder the clips to the wires instead of crimping them.





PRODUCTWETTCH THE LATEST GEAR TESTED HER



Tamiya TT-01 OPTION PARTS

Tamiya's TT-01 shaft-driven electric touring car is a perfect chassis for someone who is just starting out in touring cars. The design of the TT-01 makes it easy to assemble and easy to drive, and it is offered with more than 10 highly detailed race-inspired bodies. Not only that, but Tamiya offers loads of option parts that can drastically change your ride's performance, durability and appearance.

TRF DAMPER SET AND ON-ROAD TUNING SPRING SET. Proper shock tuning is key to a well set up touring car. Tamiya's fluorine-coated TRF damper set with threaded, aluminum bodies provide ultrasmooth shock action. While you are at it, pick up the on-road tuning spring set that gives you the choice of three spring rates for the front and rear of the car.

FRONT ONE-WAY UNIT. If you don't plan to race, you can pass on the front one-way. It makes the car harder to drive, but it will get you around the track faster.

BALL DIFFERENTIAL. A rear bevel-gear diff comes stock on the TT-01, but adding a ball diff will make diff action much smoother, and it is adjustable.

CARBON UPPER FRAME. The carbon upper frame is trick-looking, but it does not stiffen the chassis much. You need this part if you plan to install the stabilizer sets.

SUPER STOCK MOTOR TZ, METAL MOTOR MOUNT AND ALUMINUM MOTOR HEAT SINK. Dumping in an aftermarket motor will instantly raise any vehicle's level of performance. The addition of Tamiya's metal motor mount and aluminum heat sink will help the new motor operate cooler.

STABILIZER SET (F/R). Tamiya offers front and rear stabilizer sets (also known as swaybars) to help keep the car level in the turns and the wheels in contact with the ground during tight turns. Each set comes with three color-coded bars: soft, medium and hard. Installation requires the carbon upper frame described above.

ALUMINUM PROPELLER SHAFT. A stock plastic shaft handles the power transfer from the motor up to the front gearbox. The eye-catching, blue-anodized aluminum propeller shaft will not twist like the stock unit, so it offers improved throttle response.

PRODUCTWATCH

ITEM DESCRIPTION	ITEM NO.	PRICE	BENEFIT*
TRF damper set	49294	\$62	P, D, A
Lightweight aluminum servo stay	49320	\$15	A, D
Pinion gear set (24T/25T)	50477	\$5	P
1150 sealed ball bearing sets (2)	53029	\$11	P
1280 sealed ball bearing sets (3)	53066	\$17	P
On-road tuning spring set	53163	\$11	P, A
TA-04 pro reinforced tires type-B (w/wheels)	53412	\$36	P, A
Clamp-type aluminum wheel hub	53569	\$17	D
TT-01 aluminum propeller shaft	53620	\$6	P, D, A
Aluminum ball-connector sets (10)	53642	\$7	Α
TT-01 turnbuckle tie-rod set	53662	\$6	P
Ball-differential set	53663	\$33	P
TT-01 aluminum motor heat sink	53664	\$9	P, A
TT-01 spur-gear set (55T/58T)	53665	\$8	P
TT-01 metal motor mount	53666	\$8	P
TT-01 aluminum racing steering set	53670	\$34	P, D, A
TT-01 front one-way unit	53671	\$44	P
TT-01 carbon upper frame	53672	\$19	A
Toe-in rear upright	53673	\$11	P
Adjustable upper arm set	53674	\$12	P
Aluminum bumper stopper	53682	\$7	D
Urethane bumper	53683	\$4	D
TT-01 stabilizer set (F/R)	53694/53695	\$19/\$20	P, A
Super stock motor TZ	53696	\$35	P
Cup joint for universal shaft	53790	\$12	D
Universal shaft assembly	53792	\$27	P, D

*P = Performance, D = Durability, A = Appearance

>>> Go to page 226 for manufacturers'

ADJUSTABLE UPPER ARM SET, TURNBUCKLE TIE-ROD SET AND TOE-IN REAR UPRIGHT. In stock form, camber and toe are not adjustable, but if you add these parts, you can adjust front and rear camber and toe to suit the surface you run on. The turnbuckles make these adjustments a cinch.

ALUMINUM RACING STEERING SET.

Blue-anodized aluminum arms replace the stock plastic inboard steering arms. They spin on metalshielded ball bearings included with the set for smooth friction-free steering.

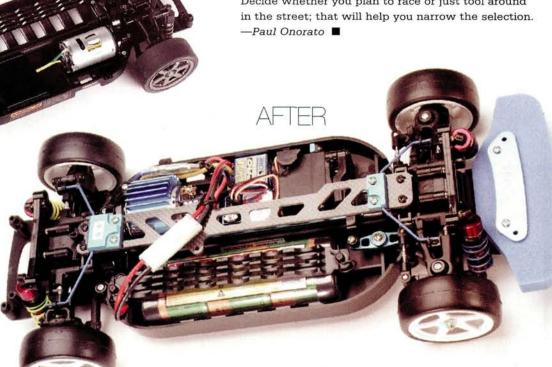
UNIVERSAL SHAFT ASSEMBLY.

Upgrading to a universal shaft is crucial for smooth constant power to be fed out to the wheels because the stock plastic dogbones can bind with suspension travel. Universals will wear less and reduce friction in the drivetrain.

THE VERDICT

I am very happy with how my fully decked out TT-01 turned out. I was able to bolt all of the Tamiya option parts directly onto

my TT-01 without any modifying parts. I did go crazy with my TT-01 and added every Tamiya option part possible, but this isn't necessary. Choose the parts that offer the greatest benefits for your needs. Decide whether you plan to race or just tool around in the street; that will help you narrow the selection.



OFIND IT

contact information



DISCHARGE BOARD 30A

The next time you're at a big race, take a stroll through the pits. You'll soon notice that all the factory guys are fully outfitted with their team's gear. When you're paid to play, you're going to be brand-loyal. Despite this, a fair number of team racers have a little black box on their benches. It's Team Integy's INDI Zero-Thirty

Discharge Board—a 30A discharger tray. It makes draining the remaining juice out of your packs super-easy, and Integy says it increases run time and average voltage and reduces internal resistance. Say goodbye to the clumsy strings of taillight bulbs you soldered together.

FEATURES

- > Three-pin contact. Three spring-loaded pins ensure positive contact with each cell.
- > LED indicator. How do you know each cell is hooked up properly and being drained? Six LEDs indicate correct cell contact.
- > 30A discharge. Each cell is discharged individually at 30 amps using a bank of resistors. The energy in the pack is drained by converting it into heat.
- > Dual clamps. Easy-to-use clamps engage the discharger and secure the pack.
- > Two fans. On the back of the Zero-Thirty, two fans prevent the discharger and cells from being overheated.
- > Auxiliary power hook-up. Allows fans to operate at a higher

speed to increase cooling when it's discharging a pack with more than 700mAh remaining.

OPERATION

The Zero-Thirty's task-discharging-is pretty simple, and using it is just as straightforward. It's this easy: put your pack on the tray, lower the two clamps, and sit back as the Zero-Thirty does its thing. The six lights indicate proper cell contact. The Zero-Thirty is "bipolar," which is just Integy's way of saying it doesn't care in which way you install your packs. A short lead with banana plugs at one end and small alligator clips on the other is included so that you can hook up an auxiliary 12V power supply to run

PRODUCTWATCH

the fans if you discharge a pack with a lot of juice still in it. Note that the fans are powered by the pack being discharged, but they aren't enough to adequately cool a pack containing more than 700mAh.

TESTING

I've discharged dozens of 6- and 4-cell packs on the Zero-Thirty, and it worked flawlessly every time. It is designed to individually discharge each cell down to zero; I used a voltmeter to test many discharged packs and consistently found that every cell was within 0.001 of zero. (Keep in mind that Ni-Cd and NiMH cells recover voltage if they're allowed to sit.) It's well accepted that discharging your packs improves their performance. I tested a few individual cells on the industry-standard Competition Electronics Turbo Matcher 4 before and after I discharged them on the Zero-Thirty. With many, I found that their charge capacity and average voltage increased. It's impossible to say whether the Zero-Thirty was responsible or

whether the cells were just responding to being cycled, but I felt assured that Integy's device completely discharged my packs and certainly didn't reduce their performance.

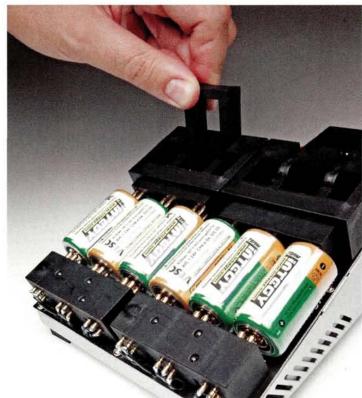


INDI ZERO 6S DISCHARGE BOARD 6A

To maximize run time and voltage, many racers attach their cells to discharge trays for extended periods to ensure a deep discharge. Integy's new INDI Zero 6S Discharge Board 6A tray makes doing this much easier. The trays feature posts that allow them to be stacked. The Zero 6S discharges at 6 amps and has a 0.0 voltage cutoff. The built-in heat sink and modest 6A discharge rate eliminate the need for cooling fans.



To help keep things cool, two fans are on the back of the Zero-Thirty. The discharger can also be hooked up to an auxiliary 12V power supply to power the fans at a high rate of speed. This is needed with packs containing over 700 mAh.



The Zero-Thirty is very easy to use. Just drop in your pack, lower each clamp, and go about your business as it safely discharges at 30 amps.

THE VERDICT

What could be a better endorsement for a product than having a group who rarely use anything they don't get for free being willing to shell out their own dough for something they find useful? The first time I used it, I realized I liked the Zero-Thirty, and when I saw how many pros use it, I knew it was a winner. I know I'm through with soldering taillight bulbs together. The Zero-Thirty is more accurate, it takes up less space and is way more durable, and the spring-loaded clamp's design is nothing short of heavenly. —Matt Higgins

OFIND IT

>>> Go to page 226 for manufacturers' contact information



Airtronics (714) 978-1895; airtronics.net.

Byron Originals (712) 364-3165; byronfuels.com.

Corally USA distributed by Specialized RC Intl. (407) 681-5905; corallyusa.com.

DuraTrax distributed by Great Planes; duratrax.com.

Epic distributed by Trinity Products Inc.

Futaba distributed exclusively by Great Planes; futaba-rc.com.

General Silicones Co. USA Inc. (626) 338-3815, gsracing.com.

Great Planes Model Distributors Co. (217) 398-6300; (800) 682-8948; greatplanes.com.

Horizon Hobby (800) 338-4639; horizonhobby.com.

JR Racing distributed by Horizon Hobby.

Kimbrough Products (714) 258-7425; kimbrough-products.com.

KO Propo USA Inc. (310) 532-9355; kopropo.com.

LRP distributed by Team Associated (714) 850-9342; teamassociated.com.

Model Rectifier Corp. (MRC) (732) 225-2100; modelrectifier.com.

Novak Electronics Inc. (949) 833-8873; teamnovak.com.

Parma/PSE (440) 237-8650; parmapse.com.

Peak Performance (714) 692-8533; peakmotors.com.

Protoform Inc. distributed by Pro-Line (951) 849-9781; pro-lineracing.com.

Ride Bodies speedtechrc.com.

Schumacher USA (813) 889-9691; racing-cars.com.

SMC (540) 298-7706; smc-racing.com.

Spektrum distributed exclusively by Horizon Hobby; spektrumrc.com.

Take Off RP Series Tires distributed by Schumacher USA; powersinternational.com

Tamiya America Inc. (800) 826-4922; tamiyausa.com.

Team Integy Integy.com.

Team Losi distributed by Horizon Hobby Inc.

Team Orion Inc. (714) 694-2812; team-orion.com.

TIR (Titanium Racing Ltd.) distributed by Schumacher USA; titaniumracing.com.

Trinity Products Inc. (732) 635-1600; teamtrinity.com.

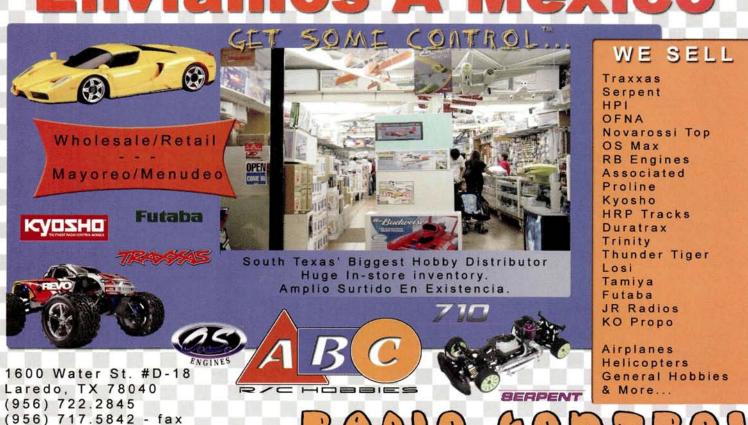
Xray Products distributed by RC America; teamxray.net.

XTM Racing distributed by Global Hobby Distributors (714) 964-0827; xtm.globalhobby.com.

Yokomo USA (949) 252-8663; yokomousa.com.

Zegers R/C Graffixx (561) 988-5411; zegersrcgraffixx.com.

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cotizacion@abchobbies.com

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ALABAMA

Hobby Raceway, Tuscloosa, Alabama 35405; Tony Brothers, 205-339-4950; email: gotjuice@comcast.net

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North Cullman Raceway, Cullman, Alabama 35055; Daniel Lolles, 256-775-2491; email: cullmanrchobbies@yahoo.com; web: www.cullmanrchobbies.homestead.com

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Oak Mountain Hobbies, Pelham, Alabama 35124; Jay Simpson or Charles Rosato, (205) 685-8980; email: jsimp@oakmtnhobbies.com; web: www.oakmtnhobbies.com

ARIZONA

HobbyTown Raceway--Tuscon AZ, Tuscon, Arizona 85713; Jay, (520) 882-8888; web: www.hobbytown.com

HobbyTown U.S.A.--Phoenix AZ, Phoenix, Arizona 85044; Doug McFarland, (480) 598-5282

R/C Sports Mania Raceway, Phoenix, Arizona 85017; Mike Lubanovich, (602) 278-3671; email: info@rcsportsmania.com: web: www.rcsportsmania.com

Scottsdale R/C Raceway, Scottsdale, Arizona 85251; Scott Anfinson, 480-945-2186

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Crystal Park Raceway, Compton, California 90202-4925; James Reese, 310-631-0307; email: mailto:info@crystalparkraceway.com

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Hobby Central Raceway, Poway, California 92064; Lee, (858) 513-0373; web: www.hobby101.com

Hobby World, San Jose, California 95129; Guy Bassett, (408) 873-2109

Hot Rod Hobbies, Saugus, California 91350; Jimmy Babcock, (661) 255-

Jakeis Performance Hobbies, Rohnert Park, California, 94928; Jake, (707) 586-3375; email: jphracing001@aol.com; web: jphrac-

Palm Desert OffRoad R/C Raceway, Palm Desert, California 92260; Bob Barrett, 760-341-5699; email: htupalmdesert@msn.com; web: www.hobbytown.com

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Pure Adrenaline RC & Hobby, Sonora, California 95370; Matt, (209) 536-6232; email: contact@pahobby.com; web: www.pahobby.com

Race Corner of Marin, Novato, California 94949; Mike Wilson, 415-883-0388; email: rcmikew@hotmail.com; web: www.dollhouses-trains-more.com

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Rescue Mini R/C Speedway, Rescue California 95672; Bruce Pease, (530) 621-3948; web: www.innercite.com/~rcracing/

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Ripon R/C Speedway, Ripon, California 95366; Dan Tanis, (209) 599-5160

Sacramento RC Racing & Hobbies, Sacramento, California 95824; Andreas Muller, (916) 424-4001; email: andreas123@earthlink.net; web: www.77sunset.com

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SpeedWorld Raceway, Roseville, California 95678; Billy Bowerman, 916-783-8864; email: speeddog@mindsync.com; web: speedworldraceway.com

The Dirt Valley R/C Racepark, Hernet, California 92544; Joe Christenson, (909) 925-7592

Ventura RoadRunners, Camarillo, California 93010, 805-564-4144; email: dudebigal@aol.com; web: www.venturaroadrunners.com

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MHOR R/C Raceway, Aurora, Colorado 80011; Jess A. Brockman, (303)343-0151; email: questions@mhorrc.com; web: www.mhorrc.com

Valley West Off-Road RC Club, Grand Junction, Colorado 81504; Jodie Grein, 970-242-1412; email: geerhed@gj.net; web: www.gj.net/~geerhed/vworcind.html

CONNECTICUT

K&N R/C Speedway Inc., Stafford Springs, Connecticut 06076; Jim or Bill, (860) 684-9896

R/C Madness, Enfield, Connecticut 06082; Christopher Marcy, (860) 741-6501; email: cmarcy@rcmadness.com; web: rcmadness.com

E

Speed Zone Hobbies, Cromwell, Connecticut 06416; David Kahn, 860-632-9278; email: info@speedzonehobbies.com; web: http://www.speedzonerc.com/

Xtreme RC - New Milford, CT, New Milford, Connecticut 06776; Jason Brolet, (860) 354-4703; email: ken@xrcracing.com.; web: www.xrcracing.com

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Farmers Hobby Shop & Raceway, Tampa, Florida 33619; Greg Cardone,

813-248-3314; web: www.farmershobby.com

First Coast Speedway, Jacksonville, Florida 32211; Bobby Phillips, 904-716-0861; web: www.firstcoastautoracing.com

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GBs Hobbies, Port St. Lucie, Florida 34952; Track Owner, 561-460-2844; email: qaircrft@bellsouth.net

Grand Prix RC-Club, Ft. Pierce, Florida 34945; Luther Peterson, 772-473-2130: email: grandprixhobbies@aol.com; web: www.grandprixhobbies.com

Hobby Central, Pensacola, Florida 32504; Bill McLester, 850-471-9800; email: info@hobbycentralrc.com; web: www.hobbycentralrc.com

Hobby World Raceway, Jacksonville, Florida 32210; Greg. (904) 772-9022

Kissimmee R/C Auto Racing, Kissimmee, Florida 34741; John Rosser, (407) 944-4913; email: john@craftworldflorida.com; web: www.craftworldflorida.com

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Minnreg R/C Club, Largo, Florida 33773; Sam Ledford, 727-403-7110; email: sledford@tampabay.rr.com; web: www.minnregrcc.com

Monza R/C Speedway, Miami, Florida; Ed Delgado, (305) 437-9895

Morris Kohlís Raceway and Hobby Shop, Tampa, Florida 33604; Morris Kohl, (813) 931-1626

My Rose Hobbies & Crafts, Jupiter, Florida 33458; Mark Watson, (561) 744-3800

NORRA, Naples, Florida 34116; Mike Brigham, (239)-398-4332; email; NORRA_RC@yahoo.com; web: www.geocities.com/norra_rc

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South Palm Beach Racers, Boca Raton, Florida 33486; Mike Fazio, 561-338-5367; email: epine01@bellsouth.net: web: http://communitylink.gopbi.com/group s/spbrclub

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Superior Hobbie R/C Parking Lot Racing, Casselberry, Florida 32707, (407) 834-9299; email: racing@superiorhobbies.com; web: www.superiorhobbies.com

SWF RC Car Club, Fort Myers, Florida 33908; Hobby House of Pt. Myers, 239-415-0033; email: hobbyhouseofftmyers@msn.com

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West Coast R/C Club, Lutz, Florida 33549; Jim Larrimore, 813-368-4962

KEY TO SYMBOLS

Indoor

Off-road

On-road

Dirt oval

Outdoor

/ 11 Concrete

Minis & Micros

On-site hobby shop

Auto lap counting

Food available

Asphalt

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AC power

Carpet

Oval

GEORGIA

Anthonyis Victory Lane, Savannah-Pooler, Georgia 31322; Anna Balph, 912-748-0847; email: AnVictLane@aol.com; web: anthonysvictorylane.com

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Hobby Town Raceway, Columbus, Georgia 31909; Frank Bastos, (706) 660-1793; email: fbastos@mindspring.com; web: www.hobbytown.com

Phil Hurd Raceway (S.C.O.R.E.), Savannah, Georgia 31406; Dana Franklin, Club President, 912-308-8545; email: bonescom@bellsouth.net; web: www.score-racing.org

Primetime Raceway, Calhoun, Georgia 30701; Tommy Jackson, 706-625-9037; email: primetimehobby@gccinternet.net; web: primetimehobby@gccinternet.net

The Flight Box Hobby Shop, Rome, Georgia 30161-6826; Leslie Duke, (706)-234-3014

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A.S.I. Racing, Kapaa Kauai, Hawaii 96746; Arnold Morales, 808-821-8132

Radio Control Assoc./Alaa Park Raceway, Pearl City, Hawaii 96782; Ace R/C Products, (808) 456-1279

OCM

Sandy Flemings, Pearl City, Hawaii 96782; Dave Caldwell, 808-456-7272; email: info@formula1-rc.com; web: www.formula1-rc.com

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IDAHO

Almosta Ranch RCfs, Twin Falls, Idaho 83301; Casey Clements, (208) 733-8667; email: cclements2@msn.com

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Capital Dirt Burners, Boise, Idaho 83702; Jeff Mills, 208-376-8932; email: jeffmills928@msn.com; web: www.capitaldirtburners.com

A O O D D M B D TI

DM Raceway, Pocatello, Idaho 83201; Mike Buffaloe, 208-233-8163; email: mike@dmraceway.com; web: www.dmraceway.com

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ILLINOIS

AJs Raceway & Hobby, Dekalb, Illinois 60115; AJ, 815-756-2772; web: www.aisraceway.com

C&R Hobbies, Milford, Illinois 60953; Ray Craighead, 815-889-4073; email: thomas@millnet.net

C.I.R.C.A., Jacksonville, Illinois 62650; Randy, John or Sam, (217) 245-1375; web: http://www.geocities.com/jaxcirca/

His N Hers Hobbies Raceway, Normal, Illinois 61761; Kevin Turek, 309-862-3080; email: hisnhershobbies@aol.com; web: www.hisnhershobbies.com

ASCENMABON

HobbyTown USA - Oak Park, IL, Oak Park, Illinois 60301; Mark or Fred, (708) 445-8056; email: htuopil@aol.com

Machesney Park Raceway, Machesney Park, Illinois 61115; Gina, (815) 282-1311; email: mpr30@aoi.com; web: www.mpr30.homestead.com

Monee R/C Raceway, Monee, Illinois 60449; Roy or Roberta Moody, (708) 534-2422

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Duneland Hobbies & Raceway, Portage, Indiana 46368; Ron, 219-763-1610; email: RTrobaugh1@email.msn.com; web: www.dunelandhobbies.com

Hobby Barn Raceway, Terre Haute, Indiana 47802-9694, (812) 299-5773

Madison Funwheelers Carpet Oval, Madison, Indiana 47250; Charlie Hatchel, 1-812-866-8930

Pete Russellís R/C Speedway, Elkhart, Indiana 46516; Pete Russell, 574-293-1827

R/C World of Indiana, Lynn, Indiana 47355; Joe Kolp, (765) 874-2464; email: rcworld@rcworld.com; web: www.rcworld.com

RC Barn, Monroe, Indiana 46772; Mark Lengerich, (219) 692-6600; email: bigdaddy@adamswells.com; web: www.rcbarn.com

RCRCR Raceway, Boonville, Indiana 47601; Scott Payton, 812-573-6087; email: email@rcrcr.com; web: www.rcrcr.com

Schoolyard RC Speedway, Lagrange, Indiana 46761; David W. Bryan, 260-463-3598; email: dwbryan@locl.net; web: www.rcspeedway.net

Showtime Lot Racing, Fort Wayne, Indiana 46819; Mike Romines, (219) 478-6099; web: fortwaynercpark.tripod.com/

IOWA

Ames Radio Control Speed Assoc., Ames, Iowa 50014; Ryan Davis/Brad Scandrett, 515-231-3813/515-432; email: Davismotorsp@aol.com

Dubuque R/C Speedway, Dubuque, Iowa 52002; Dave Kleinschrodt, 563-556-8524; email: rccraig7@aol.com; web: www.geocities.com/dbqrc

Hobby Haven, Urbandale, Iowa 50322; Rick Marble, (515) 276-8785; web: www.hobbyhaven.com

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Independence, Independence, Iowa 50644; Eugene Bachman, 319-266-3857; email: BachmanE2@hotmail.com

lowa City R/C Racing Association, lowa City, lowa 52240; Hobby Corner, (319) 338-1788

IROAR-Vinton Raceway @ Vinton Roller Rink, Cedar Rapids, Iowa 52402; Ed Karr, 319-362-1291; email; boxkarhoby@aol.com

ACEBON

Manly R/C Club, Manly, Iowa 50456; Bruce Hill, (641) 454-2025 Marbleís Raceway, Des Moines, Iowa 50317; Rick Marble, (515) 262-7507

Radio Control Raceway Park, Fort Dodge, Iowa 50501; Bernie Halverson, (515) 576-3780; email: bernieh@frontiernet.net

RiverFront Speedway, Fort Dodge, lowa 50501; Bernie Halverson, 515-576-3780 (515-57; email: bhalverson@dodgenet.com

Wild Billis Raceway, Knoxville, Iowa 50138; William Anderson, Jr., 641-842-5973; email: wildbilz@iowatelecom.net; web: www.wildbillsracing.com

KANSAS

D&B Raceway, Menlo, Kansas; Ron Ball, (785) 855-2370

KENTUCKY

Coyote Raceway, Lexington, Kentucky 40505; Steve M., 859-253-9330; email: coyoterace1@hotmail.com; web: www.coyoteraceway.com

Dixonís R/C RaceWay, Hazard, Kentucky 41701; Jeff Dixon, (606) 436-4820; email: jeffdr1@hotmail.com

Mayking R/C Speedway, Mayking, Kentucky 41837; Jon Fields, 606-633-4700; email: jon1@se-tel.com

Pit Stop Hobbies, Paducah, Kentucky 42003; Robert or Rodney, 270-443-0052; email: pitstop1@apex.net

R.C.WOW, Falmouth, Kentucky 41040; John P. Jones, (859) 654-1700; email: rcwow@fuse.net; web: www.rcwow.com

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Trio Hobbies & R/C, Radcliff, Kentucky 40160; Maurice Johnson, (502) 351-7547

Wildcat Speedway, Nicholasville, Kentucky; David Bowles, 859-272-0231

LOUISIANA

Fast Pace Hobbies, Alexandria, Louisiana 71301; Joseph or Casey Toralba, 318-561-2070; email: fastpacehobbies@aol.com

Gator R/C Raceway, Moss Bluff, Louisiana 70612; Tony Diaz, 337-855-3206; email: keithsjac@aol.com; web: homepage.mac.com/kmaples/

Hwy. 44 Hobby Shop, Gonzales, Louisiana 70737; Eric Olmstead, (225) 644-1773; email: eric209@aol.com

Red Stick R/C Raceway, Baton Rouge, Louisiana 70814; Michael Pino, 225-218-1002; email: redstickraceway@aol.com; web: www.redstickraceway.com

St. Charles RC Speedway, Destrehan, Louisiana 70047; Al Cazalot, (504)764-0625; email: stcharlesrace@home.com; web: members.home.net/stcharlesracer

MAINE

Central Maine R/C Speedway & Hobbies, Fairfield, Maine 04963; David Prescott, (207) 453-4588; email: rcracer@mint.net

Clay Bowl R/C Hobbies, Greene, Maine 04236; Pat Cap, (207) 946-5003

MARYLAND

Coles Race Way, Waldorf, Maryland 20602; Cole Brincefield, (301)-843-1386; email: kbrincefield@cs.com

GPA Hobbies, Crofton, Maryland 21114, 301-858-0004

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HobbyTown USA--Glen Burnie MD, Glen Burnie, Maryland 21061; David Parkison, 410-590-4950; email: racing@mdhobbytown.com; web: mdhobbytown.com

The Track, Gaithersburg, Maryland 20877; Mimi Wong, (301) 417-9630; email: mimithetrack@yahoo.com; web: www.rctrack.com

Trifecta Hobbies, Prince Frederick, Maryland 20678; George or Mike, 410-414-9000; email: gmitchell@trifectahobbies.com; web: trifectahobbies.com

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MASSACHUSETTS

Big Boys Toys, Fall River, Massachusetts 02723; Track Owner, 508-677-9400

East Templeton Model Raceway, Templeton, Massachusetts 01468; Keith Anderson, 1-978-632-1619; email: keith@glowplug.com; web: glowplug.com

Hi-Tech Hobbies, Raynham, Massachusetts; Ruben, (508) 880-5373

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Megadrome Raceway, North Adams, Massachusetts 01247; Bob Blanchette, 413-743-7223

Northboro Speedway, Northboro, Massachusetts 01532; Bob Trimble, 508-393-8087

R/C Excitement, Inc., Worcester, Massachusetts 01606; Todd Anderson, 508-853-3272; email: rcexcitement@aol.com; web: www.rcexcitement.com

RPM RC Raceway, Abington, Massachusetts 02351; Richard Tonetti, 781-857-1177; email: rpmrc@yahoo.com; web: www.rpmrc.com

MICHIGAN

D.R. R/C, Taylor, Michigan 48180; Bobby or Fred, (734) 287-7405; web: www.downriverracing.com

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Dirt Burner Racing, Commerce, Michigan 48390; Bill, 248-926-1140; web: www.dirtburnerracing.com

F.U.P. Kincheloe Mi

E.U.P., Kincheloe, Michigan 49788; Joel Wiggins, 906-495-3503

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Great Lakes Racers Club, Grand Rapids, Michigan 49858; John Warner, 616-838-2231; email: Gr8LksRacers@aol.com; web: www.rogers 3.com/glrc/

A # O C P I M B D !!

Hideaway Raceway, Napoleon, Michigan 49201; David Carlisle, 1-517-536-8821; email: adcarlisle1@netscape.net

HOCO

Jons Hobby, Mt. Pleasant, Michigan 48858; Jon Beutler, 989-773-5412; email: jonshobby@earthlink.net; web: www.jonshobby.com

JT Superspeedway, Battle Creek, Michigan 49015; Jerry or Sam, 616-965-0116

Larryís Performance RC Carpet Track, Sterling Heights, Michigan 48314; Larry, 586-997-4840; email: cmaherm@hotmail.com; web: larrysperformancercs.COM

Lazer RC Speedway, Adrian, Michigan 49221; Russ Johnson, (517) 263-2806

N.M.R.C.C. Speedway, Gaylord, Michigan 49735; Gabe, (989) 732-3963; email: hobby-toy@voyager.net

No Limits RC Raceway-MI, Taylor, Michigan 48180; Paul Yingling, (734) 285-9093; email: fsthobbyshop@yahoo.com; web: fsthobbyshop.com

R&L Hobbies & Racing, Portage, Michigan 49002; Rex Simpson, (616) 323-3686; web: www.rlhobbies.com

R.A.C.E. Inc., Jackson, Michigan 49203; Sam Sprang, (517) 787-9161

Raw Roots Race Tracks, West Olive, Michigan 49460; Roy Bennink, (616)296-0944; email: rawroots@tm.net

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Village Hobbies, Hesperia, Michigan 49421; Al Deater, 231-854-6666; email: vhobbies@hotmail.com; web: vhobbies@tdats.net

Village R/C Raceway, Decateur, Michigan 49045; Chuck Nolke, (616) 423-7878

MINNESOTA

Country R/C Raceway Park, Belview, Minnesota 56214-8115; Charles L. Steffl, 507- 641-8115

Jís Radio Control Race Park, Starbuck, Minnesota 56381; Jay Campbell, (320) 239-4827

HOCHE

Kevinis Off-Road Raceway, Crookston, Minnesota 56716-2317; Kevin Altepeter, 218-281-7491; email: kevin.altepeter@kroproducts.com; web: www.kroproducts.com

National Speedway, Fridely, Minnesota 55432; Steve Hedenland, 763-571-9283; email: mrtip@nationalhobby.com; web: www.nationalhobby.com

Northwoods Hobby Raceway, Brainerd, Minnesota 56401; John or Doug, (218) 829-9257

Twin Cities Hobby & Raceway, Brooklyn Park, Minnesota 55428; Mark OiBrien/Ray Cook, (763)315-8700; email: wooduster@msn.com;

web: www.twincityhobby.com

AO■●M☆■□FI MISSISSIPPI

Meridian RC Speedway, Meridian, Mississippi 39302; Joe or Pearce, 601-483-7000

Small Cars Unlimited, Jackson, Mississippi 39212; Ed Hill, 601-372-3278; email: fast@smallcarsunlimited.com; web: www.smallcarsunlimited.com

X-Treme RC, Saucier, Mississippi 39574; Marty Capers, (228) 539-2004

MISSOURI

B&L Hobbies & Raceway, Park Hills, Missouri 63061; Bob Marler, (573) 431-9444; web: www.bandlhobbies.com

Fastlane Raceway & Hobbies, Blue Springs, Missouri 64015; Shane & Randy, (816)220-0100; email: info@fastlanehobby.com; web: www.fastlanehobby.com

Hobbies In Motion Raceway, Springfield, Missouri 65803; Matthew Froning, 417-886-9621; email: mrkidturismo@aol.com; web: www.gorc.com

North Missouri Raceway, Chillicothe, Missouri 64601; Billy Johnston, (660) 646-1120

Novelty R/C Raceway & Hobbies, Noveltly, Missouri 63460; Rex & Jena Franke, 660-739-4530; email: noveltyrc@noveltyrc.com; web: www.noveltyrc.com

RCTRAX Racing Club of Central Missouri, Hallsville, Missouri 65255; Gary Phillippe, 573-442-8183; email: phillip74@verizon.net

AOC =

Real Blue Vue R/C, Kansas City, Missouri 64133; Steve Hale, (816) 358-0238; email: hrealrc@aol.com; web: www.geocities.com/real_rc_raceway

Real R/C Raceway, Pleasant Hill, Missouri 64080; Steve Hale, (816) 540-5584; email: hrealrc@aol.com; web: www.real-rc.com

Showtime Speedway, Bakersfield, Missouri; Don Risner, (601) 203-1481

MONTANA

Garden City R/C Speedway, Missoula, Montana 59801; Brian Culp, (406) 549-7992; email: gardencityrc@msn.com

Magic City Racers, Billings, Montana 59102; Bryan Grummett, 406-656-8266; email: jsaves@tgrsolution.net; web: www.magiccityrc.com

and of the

RC Offroad Association of Racing (ROAR), Libby, Montana 59923; Jamie, 406-293-6506; email: sharkboyet@hotmail.com

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NEBRASKA

Hadar R/C Raceway, Norfolk, Nebraska 68701; John Schoenauer, (402) 644-7922

Hobby Town USA Raceway Park-Nebraska, Lincoln, Nebraska 68508; Chad, 402-434-5062; email: lincolnrcracing@alltel.net; web: www.lincolnrcracing.com

NESCAR Raceway, Grand Island, Nebraska 68801; Steve Blayney, (308) 382-0920; email: blayneyracing@hotmail.com

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0.N.R.O.A.D., Omaha, Nebraska 68104; CoRK Jacobs, (402) 556-8674

OTWG Carpet Raceway, Norfolk, Nebraska 68701; John Schoenauer, (402) 644-7922

The Salvation Army Speedway, Omaha, Nebraska 68164, 402-734-3414

ACERM

NEVADA

1st Place Raceway, Fallon, Nevada 89406; Stan Lattin, 775 -867- 3357; email: info@1stplacerace.com; web: www.1stPlaceRace.com

Las Vegas R/C Raceway, Las Vegas, Nevada 89139: Patrick Quinn, 702-365-1396; email: patrickquinn98@lvcm.com; web: www.lasvegasrcraceway.com

T-Rix bikes & R-C shop, Elko, Nevada 89801; Gary Perkins, (775)777-8804; email: mtnman14k@hotmail.com

NEW HAMPSHIRE

Hill Top R/C, Ashuelot, New Hampshire 03441; Pete Bastoni (owner), 603-239-6111; email: hillto-prc@netzero.net; web: www.hilltoprc.com

A*O>CMABOT

Lakes Region R/C Speedway, Gilford, New Hampshire 03246; Louie Blais, 603-524-2909; email: racing@lakesregionrc.com; web: www.lakesregionrc.com

RT 106 Racepark, Pembroke, New Hampshire 03275; David Daniels, 603-224-7223; email: david@collectracing.com; web: www.106racepark.com

NEW JERSEY

Americaís Hobby Center Inc., North Bergen, New Jersey 07047; John Many, (201) 662-0777; web: www.ahc1931.com

Back Track Raceway, Hammonton, New Jersey 08037; Bob W., 609-214-5016

Checkerboard Raceways, Elwood, New Jersey 08217; Ray Murray, 856-629-9413; email: RaysTrack@webtv.net

Family Hobbies Raceway, Vineland, New Jersey 08360; Linda Vogel, 856-696-5790; email: familyhobbies@yahoo.com; web: familyhobbiesraceway.com

KEY TO SYMBOLS

Indoor

Outdoor

Off-road

On-road

Oval

✓ Dirt oval

Carpet

[Concrete

A Asphalt

Minis & Micros

On-site hobby shop

AC power

Auto lap counting

Food available

Jackson RC Club, Jackson, New Jersey 08527; Al Sardano, 908-770-7621; email: njeyeguy@jacksonrcracing.com; web: www.jacksonrcracing.com

Jefferson Speedway, Oak Ridge, New Jersey 07438; Jim, (973) 697-7525

Millville R/C Oval & Roadcourse, Millville, New Jersey 08332; William Denstoz, 856-327-4640

PottBellys R/C Speedway, PittsGrove, New Jersey 08360; Drew Anastasio, 856-207-2495; email: pottbelly@pottbellysrc.com; web: www.pottbellysrc.com

South Jersey Cost Controlled Racing, Sicklerville, New Jersey 08081; Ray Murray, 856-629-9413; email: RaysTrack@webtv.net; web: www.sjccr.com

SpeedPro Dragway, Elizabeth, New Jersey 07206; Albie Niziolek, 908-351-5080; email: funnycar176@aol.com; web: www.speedpro.org

Trax 70 Speedway, Browns Mills, New Jersey, 08015; Patrick OBassey, 609-735-0707; email: patrick@obassey.com; web: www.Trax70.com

Wacky RC Raceway, Roselle, New Jersey 07203; Tony Williams or Kimble Wright, (908) 241-6700

NEW MEXICO

Albuquerque R/C Off-Road Raceway, Albuquerque, New Mexico 87120; Bill Mitchell, (505) 250-3411(m); email: info@rcDirtTrack.com; web: www.rcDirtTrack.com

Speed Zone, Clovis, New Mexico 88101; Brad Ferguson, 505-769-1737; email: speedzone@yucca.net

AODICA MAGRICIA

NEW YORK

(CR R/C Racers) Capital District Radio Controlled Stock Car Club, Nassau, New York 12123; Kirt Coonradt, 518-766-0029; email: cdrcsec@hotmail.com; web: cdrcracers.50megs.com

ACE OF

BarnStormers RC Raceways, Chester, New York 10918; Lou Sytsma, 845-469-BARN(2276) o; email: iamsytsma@hotmail.com; web: www.barnstormersrc.com

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Brennanís RC Hobbies, Vernon, New York; Bill or Tom Brennan, (315) 829-4930

Brooklyn Hobbies, Brooklyn, New York 11234; Richie Siriano, 718-951-2500; email: brooklynhobbies@aol.com; web: www.brooklynhobbies.com

A # 2 MI

Bruckner Racing, Bronx, New York 10465; Thomas Baffers Sr., (800)-288-8185

Chipmunk Hill R/C Speedway, Theresa, New York 13691; Ted or Pete House, (315) 628-5065

Competition Hobby Supplies & Speedway, Cohoes, New York 12047; Howie Cummings, 518-786-3622; email: howard.cummings@verizon.net; web: www.competitionhobbysupplies.com

Fastraks, Hogansburg, New York 13655; Mark Castonguay, (518) 358-3686; email: froghobb@northnet.org; web: www.fastraks.8m.com

Hobby Zone Raceway, Ozone Park, New York 11417; Brian, Sean or Adam, (718)641-9001; email: moonchaserwolf@aol.com

Lil Wheels Raceway, Oswego, New York 13126; Bill Meyer, 343-6566; email: lilwheelsraceway@hotmail.com; web: lilwheelsraceway.tsx.org

Long Island Raceway, Farmingdale, New York 11735; James, (516) 845-7223; web: www.raceway.com

Mayhem RC Raceway, Wolcott, New York 14590; Wade Rowley, 315-594-2609; email: race@mwhobby.com; web: www.mwhobby.com

PRO Speedway, Cattaraugus, New York 14719; Marc Pritchard, (716) 257-3101

Racing City Hobbies & R/C Raceway, South Glens Falls, New York 12803; Ken Taylor, 518-792-7272; email: racingcity@verizon.net; web: www.racingcity.com

Radio Hill Raceway, Dundee, New York 14837; Bill or Greg, 607-243-8641 (Bill);

Rampage R/C & Hobbies, Hyde Park, New York 12538; Brian Walker, (845) 229-1379

South Shore Hobby & Raceway, Coram, New York 11727; Benny or Bonnie, 631-696-8500; email: ssh@southshorehobby.com; web: www.southshorehobby.com

A * O > 2 M A B D FI

Southern Tier Raceway, Owego, New York 13827; Anita Harding, (607) 687-5395

TARMAC Ultimate R/C Raceways, Poughkeepsie, New York 12603; Todd Plass, 845-342-5409(Todd);; email: toddp@tarmacraceway.com; web: www.tarmacraceway.com

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Waltis Hobby, Syracuse, New York 13209; Bruce, 315-453-2291; web: www.walts-hobby.com

Willis Hobbies R/C Speedway, Mineola, New York 11501; Ken Ford, 516-746-3944; web: www.willishobbies.com

NORTH CAROLINA

Antique Barn & Hobby Shop, Wilson, North Carolina 27893; Steve, (252) 237-6778; email: antiquebarn@earthlink.net; web: www.theantiquebarn.net

Chatham R/C Raceway, Bear Creek, North Carolina 27207; Dwight Fields, (919) 898-4518; email: crcrc@wavenet.net

R.C.R. Speedway, Salisbury, North Carolina 28147; Ronnie Linker, (704) 637-2565

Race City Motor Speedway, Mooresville, North Carolina 28115; Ray Kelly, 704-660-FAST; email: Kellyrcms@cs.com; web: racecitymotorspeedway.com

Rosewood RC Speedway, Goldsboro, North Carolina 27530; Glenn Elam, 919-734-7754; email: gelam49@hotmail.com; web: www.glennshobbycorner.com

Sandhills Raceway, Southern Pines, North Carolina; Mike Russel, 910-245-4450; email: mrmrc@mindspring.com; web: www.sandhillsraceway.com

Southern R/C Motorsports Club, Shallotte, North Carolina 28459; Chris Dixon, (910) 754-6315; email: nohope@atmc.net

Xtreme Dirt RC Raceway & Xtreme On-Rd Raceway, Kannapolis, North Carolina 28083; Chris Lyerly-Xtreme Hobbies, Inc., 704-933-5321; email: thehobbyshop02@aol.com

ANOSCEMABO

OHIO

AK Hobby & Raceway, Cincinnati, Ohio 45211; Tim Tolle, (513) 661-7080; email: tim@akhobby.com; web: www.akhobby.com

American Ohio Sprint Car Association, Wickliffe, Ohio 44092; Gary Waldhelm, 440-944-9966; web: www.aosca.8m.com

Black Swamp RC Car Club, Toledo, Ohio 43623; Riders Hobbies, 419-843-2931; email: ridersrcclub@webtv.net; web: www.blackswamprc.cjb.net

D&J R/C Raceway, Orrville, Ohio 44667; Don, (330) 682-4266

DeFosse Raceway, Ripley, Ohio; Greg DeFosse, (937) 377-2063

Hobbyland Raceway, Proctorville, Ohio 45669; Craig Harber, 740-886-0502or 740-8; email: pitroweracing@webtv.net; web: hobbylandraceway.homestead.com

Mid Ohio Dirt Oval, Lexington, Ohio 44904; D&D Hobby Center, (419) 884-

Nothing But Air R.C. Track, Logan, Ohio 43138; Gary Lloyd, 740-385-

0288

Ohio Valley OffRoad R/C Raceway, Jerusalem, Ohio 43747; Kevin Wilson, (740) 926-1738; email: consol@1st.net; web: www.gvor.8M.com

Outlaw Speedway, Lexington, Ohio; Eric Radio, 419-884-0001; email: kramerjc@aol.com; web:

rcdirtoval.freeservers.com

R/C Hobby, Medina, Ohio 44256; Chris Kohout, 330-723-0255; email:

kohouty@aol.com

RaCeway 42, Mansfield, Ohio 44905; Chris Cates, 419-589-4173; email: mopar340v8@aol.com; web: www.RaCeway42.itgo.com

River Rat Racing, Ripley, Ohio 45167; Jon Faris, 937-392-9298; email: honey3@bright.net; web: www.riverratraceway (under construction)

T.S.R.C.A.R. Ham

T.S.R.C.A.R., Hamilton, Ohio 45011; Dennis Young, (513) 367-5634; email: scaleracr@aol.com; web: www.tristatercautoracers.com

TARCAR, Toledo, Ohio 43617; Bill Bridges, (419) 826-3859

Ultra Racing R/C Hobby and Track, Hamilton, Ohio 45015; Ed Lewis, 513-863-7342; email: UltraRacing@aol.com; web: UltraRacing.com

Van Wert R/C Raceway, Van Wert, Ohio 45891; Mark Davis, (419) 232-2112

Y-City Hobby & Speedway, Zanesville, Ohio 43701; Kevin McKenna, (740)455-3025; email: Kevin@ycity-hobby.com; web: www.ycityhobby.com

OKLAHOMA

Action Hobbies, Tulsa, Oklahoma 74145; David Cole, (918)663-8998; email: acthobii@aol.com

Action RC Speedway, Oklahoma City, Oklahoma 73135; Jerry Hawthorne, (405) 670-7770; email: ginna-hawthorne@cox.net; web: www.action-

Adams Creek R/C Speedway, Broken Arrow, Oklahoma 74014; John Beighle, (918) 355-1416

Competition R/C, Oklahoma City, Oklahoma 73149; James or Louise Brown, (405) 634-0809; email: com-prc1@aol.com

Enid R/C Speedway, Enid, Oklahoma 73703; Darin Pendleton, (580) 554-9400; email: darin@enid.com; web: www.enidrcracing.com

HobbyTown USA--Norman OK. Norman, Oklahoma 73072; Todd Jenson, (405) 292-5850

Wings N Things Raceway, Tulsa, Oklahoma 74105; Heath Anderson, (918) 745-0007

OREGON

R/C Plus Hobbies Raceway, Salem, Oregon 97302; Ron Smith, (503) 364-9188; email: rcplus@rcplus.com; web: www.rcplus.com

Rose City Scale Racing, Portland, Oregon 97201; Dominic, 503-484-8887; email: dominic@rc-cars.com; web: www.rc-cars.com

PENNSYLVANIA

Altoona RC Raceway, Altoona, Pennsylvania 16602; Chuck or Doug Meyers, (814) 944-1200; email: altoonaraceway@yahoo.com; web: www.altoonaraceway.com

Bumps & Jumps RC Speedway, Etters, Pennsylvania 17319; Chris McKinney, 717-932-3000; email: bumpsandjumpsrc@comcast.net; web: http://www.bumpsandjumpsrc.com

A OC OMBOT

DC Ultra Trax, Warminster, Pennsylvania 18974; David Cowan, (215) 672-5200; web: www.jcrchobbies.com

Dirtburners Club sponsored by Schmidtis Hobby, Windber, Pennsylvania 15963; Bruce Schmidt, (814) 266-4118; email: rcman@floodcity.net; web: www.rcman.net

Dreamboat Hobbies, Warren, Pennsylvania 16365; Louie Dussia, (814) 723-8052; email: dreamboat77@yahoo.com; web: www.dreamboathobbies.com

J&K Hobbies and Raceway, Jersey Shore, Pennsylvania 17740; Shawn Winter, 570-398-8171; email: rcmaniac01@msn.com; web: www.JandKHobbies.com

Kranzelís R/C Raceway & Hobbies, Lemoyne, Pennsylvania 17043; David or Stuart Kranzel, (717) 737-7223; web: www.kranzelsrchobbies.com

Little Plum R/C Hobbies, Lock Haven, Pennsylvania 17745; Larry Duck, (570) 769-1984

Marshallis R/C Raceway, Honesdale, Pennsylvania 18431; Bill or Dot Marshall, (570) 729-7458

McCulloughis Offroad, Sarver, McCullough, (724) 352-0116; email: dmccull323@aol.com; web: www.mcculloughsoffroad.com

Newville RC Speedway & Hobbies, Newville, Pennsylvania 17241; Randy or Mike, 717-776-5568; email: newvillercspeedway@yahoo.com; web: www.newvillercspeedway.com

Pit Stop Hobbies-Mount Joy, PA, Mount Joy, Pennsylvania 17552, (717) 653-6222; email: pitstophobbies@pitstophobbies.net; web: www.pitsto-

Racers Edge R/C Racing & Hobbies, Smethport, Pennsylvania 16749; Rick Morgan or Johna Simar, (814) 887-9256; email: postmaster@rac ersedgerc.com; web: www.racersedgerc.com

RB Motorsports & Hobby, Northumberland, Pennsylvania 17857; Rick Bunting, (570) 473-8711

RC Avenue Raceway, Bradenville, Pennsylvania 15650; Dan Vensel, 724-396-7628; email: mrmud@kiski.net

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RC Outfitters, Hanover, Pennsylvania 17331; Chris Shaffer, (717) 633-9490; email: thestore@rcohobbies.com; web: www.rcohobbies.com

Riverside Raceway, Warren, Pennsylvania 16365; Jeff, (814) 723-

Staub Bros. R/C Speedway, Gettysburg, Pennsylvania 17325; Todd or Scott Staub, 717-334-8488; web: www.staubbrothers.com

The Raceway at River Junction, Beaver, Pennsylvania 15009; Sam or John, (724) 728-5571; email: riverjct@stargate.net

Thunder Road Raceway, Limerick, Pennsylvania 19468; Barry or John, 610.831.8898; email: xslotgodx@aol.com; web: www.towbarrc.com

Trains & Lanes Raceway, Easton, Pennsylvania 18045; Jeff Setzer, (610) 253-8850 or (8; email: trainslanes@aol.com

TRP, Kingston, Pennsylvania 18704; Rob Yeager, 570- 283-3066; email: rcrob99@aol.com

Washington RC Raceway, Washington, Pennsylvania 15301; Aaron Stimmell Jr., 724-228-8396

WillCam Raceway, Punxsutawney, Pennsylvania 15767; James Campbell, (814) 939-4251

PUERTO RICO

Bayamon R/C Park, Bayamon, Puerto Rico 00956; Damian Cruz & Javier Rivera, (787) 869-8092 & 401; email: damian@bayamonrcpark.com; web: www.bayamonrcpark.com

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Tropical Raceway Track, Manati, Puerto Rico 00674; Hector Pabon/ George Pabon, 787-785-9529; email: trophobb@coqui.net; web: www.tropicalhobby.com

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Darlington R/C Raceway at Hobbies & More, Darlington, South Carolina 29532; Jerry Pollard, (843) 393-0355; web: www.hobbiesnmore.com

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KEY TO SYMBOLS

Indoor

Outdoor 0 Off-road

On-road

Oval C

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Dirt oval Carpet

Concrete

Asphalt **Minis & Micros**

On-site hobby shop

AC power

Auto lap counting

Food available

Hobbytown Oshkosh-The New Revolution Raceway, Oshkosh, Wisconsin 54901; Bill Magritz-Race Director, 920-426-1840; email: hobby807@sbcglobal.net; web: www.hobbytownoshkosh.com

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RC from the driver's seat

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THE HARDWARE

Developed by Scottsdale, AZ-based Racing Visions and endorsed by NASCAR icon Rusty Wallace, MiniFASTCARs are quarter-scale RC cars designed to resemble their full-scale counterparts in every detail. To provide the in-the-driver's-seat view, each vehicle is equipped with a video system that transmits its signal to a high-definition TV monitor in front of the driver. The cars are capable of reaching speeds of up to 50mph, but speed restricters bring the speed down to around 20mph to make the racing more realistic and the cars easier to drive (when looking through the windshield, the relative speed seems much higher).

WANNA TRY IT?

MiniFASTCAR isn't an exclusive club; anyone can get behind the wheel. Just like an arcade video game, you have to drop some coins into the machine to make it work. In this case, about \$10 buys you a 30-lap race. The best part is that you don't have to clean up the car after you're done racing! For more information on MiniFASTCAR racing, visit minifastcar.com

RVC

This is what I call scale racing: the cars are actually drafting each other! If you haven't guessed, that's Rusty Wallace's car in front.



The Rusty Wallace The MiniFASTCAR Rusty Wallace Challenge gave 12 finalists the

opportunity to race head to head

with racing legend Rusty Wallace in a 20-lap race for the 2005 MiniFASTCAR title and prizes autographed by Wallace. The event was held at the F1 Race Factory in Phoenix, AZ, and a portion of the proceeds from this race went to the nonprofit Speedway Children's Charities organization. "Downtown" Terry Brown finished in front of Wallace to win the championship.



The drivers sit inside driving stations with a steering wheel, throttle and brake levers just like on a fullsize car.



Above: NASCAR racing legend Rusty Wallace signs a few autographs before climbing into his station to spank the rest of the drivers. Rusty can drive anything fast! Below: the big quarter-scale cars are well padded for door-banging action. Remember, rubbin's racin'.

